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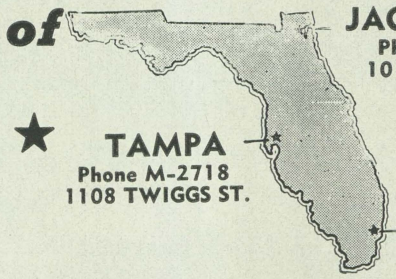

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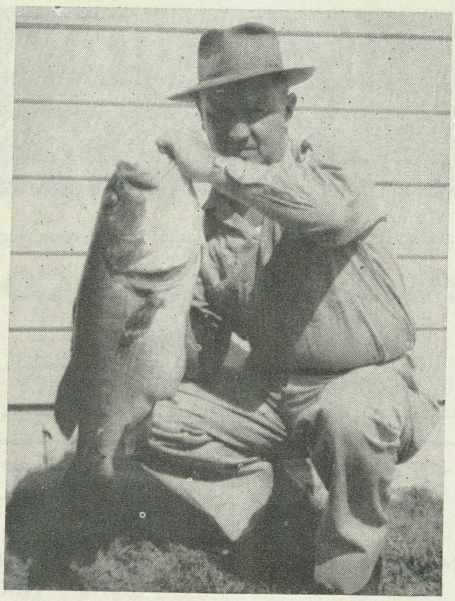

Prize black bass weighing 14 lbs., 2 ozs., caught in Lake Orange (South Lake County). The big fellow was lured to his doom by an Eager 2M type bait.

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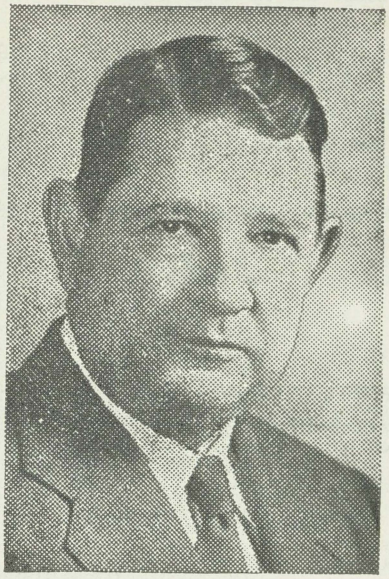
DEATH OF WILLIAM M. WAINWRIGHT



On motion of Mr. Campbell, seconded by Mr. Carleton, the following resolution was adopted:

WHEREAS, the news of the recent sudden death of William M. Wainwright came with extreme shock and regret to the Members of this Board; and

WHEREAS, Mr. Wainwright served the State Road Department as Auditor for about two and one-half years prior to his resignation on November 1, 1947, and he performed the duties of his position in a most creditable and satisfactory manner, and before his connection with this Department he had rendered other long and distinguished service in the employ of the State of Florida,

NOW, THEREFORE, BE IT RESOLVED that in the passing of William M. Wainwright the Members of this Board and the employees of this Department have suffered the loss of a true friend, the State of Florida has lost a loyal and patriotic citizen, and his family is bereft of a devoted husband and father.

BE IT FURTHER RESOLVED, that our sincere sympathy is extended to Mrs. Wainwright and her children in their bereavement.

THE COVER PICTURE: View of damage on Fla. 269, a Federal Aid Secondary road in River Junction (Chattahoochee) which resulted when power dam across Mosquito Creek gave way. Picture by Tallahassee Aircraft Corporation taken April 2.

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That 3, 558,118 passenger cars, 1,239,-469 trucks and 4,797,587 buses were produced in 1947.

That Charles Duryea claims to have sold the first car this side of the Atlantic, in 1896. (While Winton's first sale was in 1898 and thought by some historians to have been first.)

That C. A. Griscom was the first registered owner of an automobile in Tallahassee, December 17, 1905.

That in December 1906 only 296 cars were registered in the office of Secretary of State from the entire State of Florida.

That the automobile industry employed 785,000 workers during 1947, having a payroll of $2,260,790,000.00 averaging $56.37 per week of 38.7 hours.

That approximately 37,500,000 trucks and passenger cars were registered in 1947.

That nearly fifty per cent of cars in use are ten or more years old.

That 1,377,057 cars seventeen or more years old were in use in this country as of July last year.

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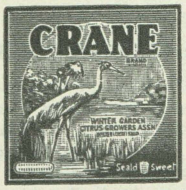

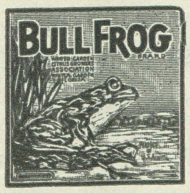

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FLORIDA HIGHWAYS

Official Publication of

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Association of County Commissioners—Florida Trucking Association, Inc.

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VOLUME 16 MAY, 1948 NUMBER 6

RALPH M. HARTSFIELD, Tallahassee ..... Editor
J. E. ROBINSON, Winter Garden ..... Publisher

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material) provided proper credit is given Florida Highways, Reg. U. S. Pat. Off. Subscription price, $2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Fla., under the Act of March 3, 1879. Additional Second Class Entry Permit Authorized Tallahassee, Florida, April 24, 1946.

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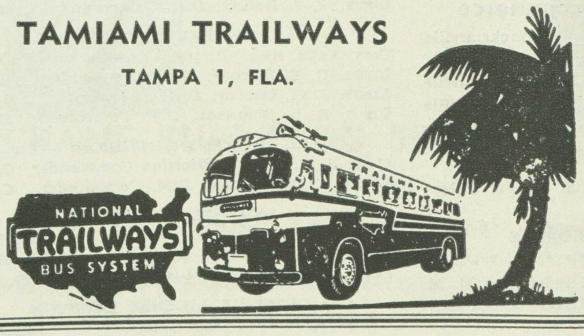

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The Chairman Says . . .

April 10, 1948

Col. H. N. Kirkman, Director
Department of Public Safety
Tallahassee, Florida

Dear Col. Kirkman:

A controlling purpose of the State Road Department is to provide state highways which are safe, efficient and economical. However, we are also spending thousands of dollars each year to make the highways more attractive by flattening the slopes and landscaping ample widths of the right of way on either side.

A good part of the effect of our efforts toward roadside beautification is lost by the rather prevalent public practice of throwing paper and other trash on the road, and dumping garbage, refuse or other debris along the right of way. The most cluttered highway sections appear to be those traversing suburban areas which are thickly settled but for which no municipal garbage collection service is provided.

I would like to enlist the cooperation of your Highway Patrol Division in curtailing this despoilment of the beauty of our highways. Paragraph 861.10 (Florida Statutes 1941) makes the act of placing or dumping trash on the highway or right of way a misdemeanor punishable by a fine up to $100 or imprisonment up to 30 days.

I know, of course, that your Department cannot by itself put an end to this practice. Public support of the program to keep our highways clean must be enlisted. However, I think it will have a wholesome effect if it becomes known that this provision of the Statutes will be strictly enforced.

Your reaction to this proposal, and any suggestions for improving these conditions, will be greatly appreciated.

Sincerely yours,

F. ELGIN BAYLESS, Chairman

April 12, 1948

Honorable F. Elgin Bayless
Chairman, State Road Department
Tallahassee, Florida
Dear Mr. Bayless:

I have your letter of April 10 in regard to the difficulty you are having in maintaining your road beautification, due to the public throwing paper and other trash and waste along the road and right of way. Also note your reference to Paragraph 861.10 (Florida Statutes 1941).

You have accomplished much in the way of beautification of the highways, and we are definitely in sympathy with your program. Instructions will be issued presently to all Highway Patrolmen to take proper action in regard to the above referred to violations.

Sincerely yours,
/s/H. N. KIRKMAN
Director.

April 12, 1948

TO: ALL DIVISION COMMANDERS
FROM: STATE HEADQUARTERS — FLORIDA HIGHWAY PATROL
SUBJECT: MAINTAINING ROADSIDE BEAUTIFICATION.

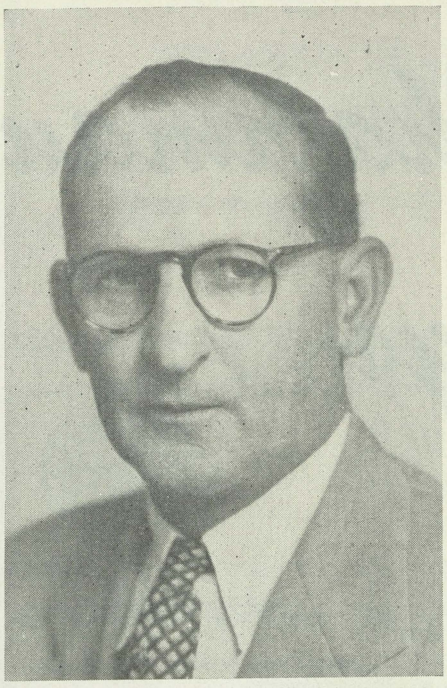
1. The State Road Department is experiencing much difficulty in maintaining roadside beautification and other neat and attractive appearances of the highways and right-of-ways, due to the fact that the traveling public and local residents insist on throwing trash and other refuse along the roadside.

2. Paragraph 861.10 (Florida Statutes 1941) makes the act of placing or dumping trash on the highway or right-of-way a misdemeanor punishable by a fine up to $100, or imprisonment up to 30 days. It is desired that you issue proper instructions to all patrolmen under your jurisdiction to give this matter some attention, and wherever possible bring the violators into court.

/s/H. N. K.
H. N. KIRKMAN
Director

PERSONNEL CHANGES

RETIREMENTS



L. K. CANNON
Assistant State Highway Engineer

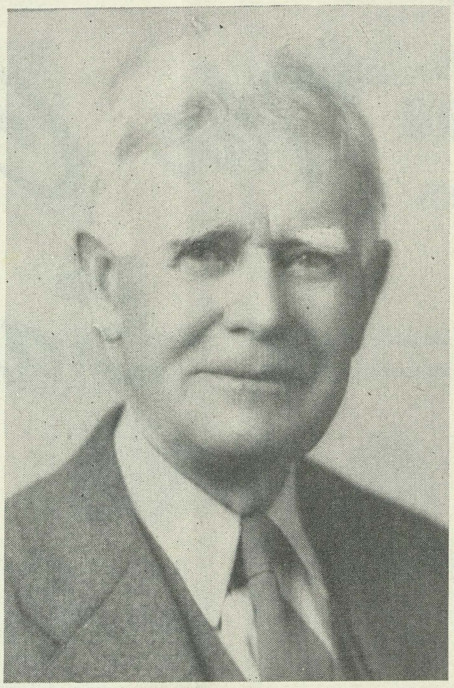
The retirement on February 29th of Linden Kinder Cannon, Assistant State Highway Engineer, marks the end of an epoch in our Florida Road Department history.

He was the oldest Road Department employee in point of continuous service, having joined the Department as Assistant Engineer on February 19, 1918, which gave him a service record of 30 years and 11 days.

A record of Mr. Cannon's service would entail a history of the Department itself. Although the Department was three years old when he began his employment it had served in only an advisory capacity the first two years and, because of the First World War, had accomplished little in the way of road improvement the third year.

He played an important role in one of the nation's most significant economic developments—the expansion of highway travel. He contributed to the growth of the State maintained road system from a mere dream to the present realization of approximately 9,000 miles of paved roads and bridges which connect all communities of the State. He has seen motor vehicle registration increase from less than 50,000 cars to more

(Continued on Page 28)



E. S. FRASER
Bridge Engineer

On March 31st the Department lost the services, by retirement, of Edwin S. Fraser, its highly regarded Bridge Engineer since 1935.

Mr. Fraser is a native Canadian, having come to Florida in 1926. He became connected with the State Road Department in 1927 and his duties for the entire 21 years since then have been concerned with supplying better bridges and structures for the State Road System.

Mr. Fraser has had a distinguished engineering career. Its record, even couched in prosaic terms, connotes adventure as well as satisfactory achievements.

Born in 1871 in Nova Scotia, he was educated in New Glasgow, N. S., public schools and Pictou Academy, graduating from the latter in 1890 with special credits in mathematics and chemistry. His first engineering work was as draftsman and assistant to the New Glasgow Town Engineer, from 1891 to 1893, to which place he returned in 1913 to serve for 12 years as Town Engineer.

In between these posts at New Glasgow Mr. Fraser had wide experience in contributing to the railroad and utility expansion in Canada and the United States. His positions included:

1893 to 1898—Levelman to Resi-

(Continued on Page 28)

PROMOTED

WILLIAM E. DEAN
Bridge Engineer

Having served as Assistant Bridge Engineer since January, 1940, Mr. Dean is eminently qualified to assure the continued smooth functioning of the Bridge section.

Mr. Dean's appointment as Assistant Bridge Engineer in 1940 rewarded 7½ years of specialized bridge engineering experience in various positions. From June, 1932 to June, 1934 he served as instrumentman and inspector on bridges over Shoal River, Santa Rosa Sound, and Garnier's and Five Mile Bayous. For two years thereafter he was assistant project engineer, and project engineer on the Apalachicola Bridge and SAL overpass at Dunellon.

As general field engineer for the Bridge section between July, 1936 and January, 1940 the new Bridge Engineer gained additional valuable experience, serving the last year and a half on foundations for Main Street Bridge in Jacksonville.

Mr. Dean was born November 5, 1909 in Monticello, where he completed his public schooling in 1925. After spending the years 1926 and 1927 as rodman on survey parties for the ACL, Jefferson County and the State Road Department, he studied Engineering at the University of Florida, graduating with a B. S. de-

(Continued on Page 2)

"The 'Roller Coaster' Passes On"

by
SAM P. TURNBULL
(Pictures by A. Wade Blake)

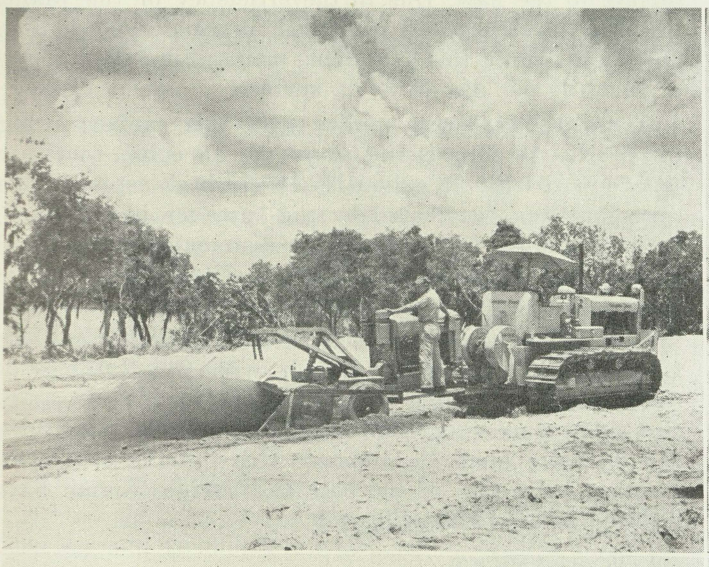
Another important link in State Road 25 has been completed.

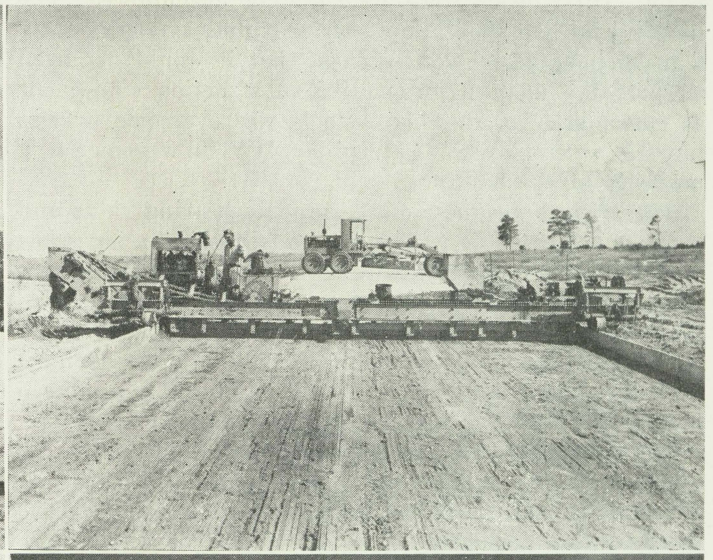
State Road 25 begins at SR 5 in Miami, swings inland around Lake Okeechobee, northerly through the Ridge Section and on up the center of the State to the Georgia State Line at a point in Hamilton County. The road is on a Federal Aid Route (No. 19) and, when improved in its entire length, should make a significant contribution to the development of inland Florida.

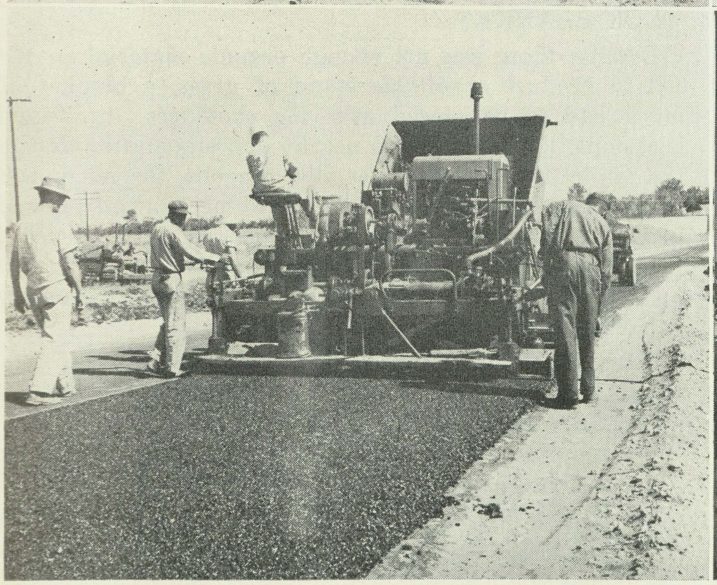
The section completed in October, 1947 stretches 15½ miles between Lake Placid and Sebring in Highlands County, and was constructed with the participation of the Public Roads Administration.

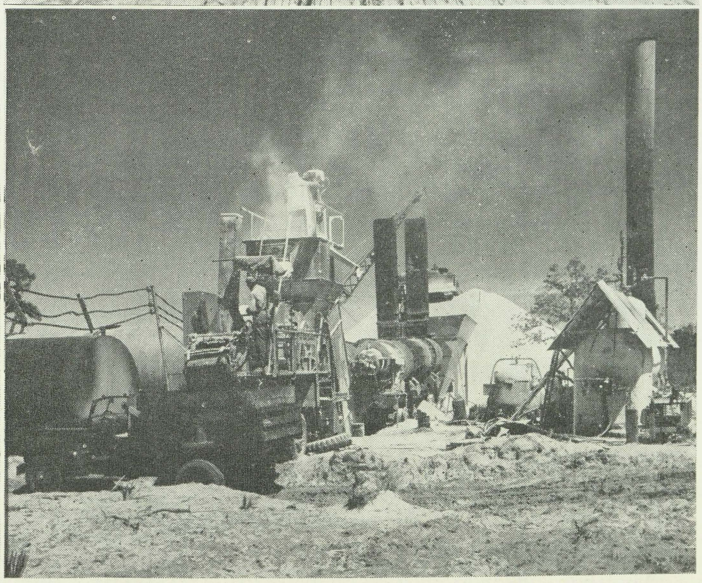
Except for a section approximating two miles, this new modern highway has been constructed on an entirely new alignment. It has eliminated an old, obsolete, inadequate road with many sharp, fast breaking curves, a high warped crown and two grade crossings of the Atlantic Coast Line Railroad.

When riding the old road it was quite evident that economy of construction, rather than sound engineering design, was foremost in the minds of its builders. Consideration of sight distance, both vertical and horizontal, was apparently disregarded which resulted in extremely poor alignment and a grade unsuited for present day speeds. The old grade followed the contours of the sand hills, prevalent in this locality, and it was virtually impossible to remain on the rear seat of a motor vehicle









Top left: Pulvi-mixer in action. This machine thoroughly mixes various aggregates including the muck blanket on shoulders and slopes.

Top right: This photograph shows the Mechanical Sub-Grader in action. Excess material is shown being excavated and deposited outside of forms on left side. Note the uniformity of subgrade.

Bottom left: Barber-Greene finishing machine applying bituminous retread surface near underpass location. Note uniformity of spread. Bulldozer may be seen in background working on slopes.

Bottom right: View showing Barber-Greene hot-mix plant used for mixing the bituminous retread surface. This plant is electrically operated by a portable generator.

travelling at a normal rate of speed. It was justly named "The Roller Coaster Road."

The State Road Department, in collaboration with the Federal Public Roads Administration, made extensive preliminary surveys and investigations covering all phases of the design and construction for a new highway. From the accumulated data, it was decided to construct a new highway having a typical section covering a 22 ft. lime rock base, 8 in. thick, 9 ft. shoulders and a plant mixed bituminous retread wearing surface; maximum curvature to be 3 degrees and no grade to be greater than 5% with a minimum sight distance of 500 ft.

To the unitiated, a 500 ft. sight distance means that a driver going over a hill must be able to see an object four inches high at a distance 500 feet away.

In addition to the actual roadway, it was necessary to construct an underpass at the Atlantic Coast Line Railroad near Lake Placid and a 200 ft. concrete slab bridge over Josephine Creek.

GRADING AND STABILIZATION

On July 3, 1946, the actual construction of the project began. Difficulties were immediately encountered. The native sand had such a low bearing value, averaging only 8 to 10 pounds per square inch, that it would not even support the modern automotive construction equipment as customarily used. This obstacle was overcome by employing tractor-drawn Caterpillar DW-10 wagons for a majority of the hauling.

The critical weakness of the sand in bearing value and shear strength made the problem of securing a subgrade with the minimum bearing value of 40 pounds per square inch difficult. After numerous soil analyses, and construction of four experimental stabilization sections, it was found that local sand-clay deposits, when blended with the on-site sand at a ratio of 4½ to 7½, produced a subgrade with the required bearing value.

Conventional watering methods were found to be inadequate in the grading and stabilization operations. As a result, it was found necessary to originate a method of saturation applicable to existing conditions. The contractor resorted to the use of 4 in. perforated grove irrigation pipe and this was found to be satisfactory for the purpose. Approximately 4,000 ft. were used.

LIME ROCK BASE

As soon as the stabilizing and compaction of the grade was complete, steel forms were erected for the lime rock base laying operation. A self-propelled mechanical subgrader rode on the forms. This machine is efficiency personified for it cuts at a very rapid rate of speed an unusually accurate and uniform subgrade. A series of cutters on an endless chain excavate the excess material which is deposited outside the forms by means of a continuous conveyor.

From a siding at Lake Placid, lime rock was hauled a distance of 7½ miles to the south side of Josephine Creek. From Josephine Creek to the north end of the project, the balance of the rock was unloaded at a siding midway between these two points.

All lime rock was hauled in Caterpillar DW-10 wagons with a capacity of 15 cubic yards each. These wagons were of the center dump type and the rock was hauled over and deposited on the semi-compacted base. A bulldozer was used to spread the base on the previously prepared subgrade and the initial compaction was secured by the use of a tandem roller.

As soon as the base was finished and properly cured it was given a prime coat of RT-2 Tar Prime, applied with a pressure distributor at a rate of .12 of a gallon per square yard.

SURFACE COURSE

The surface course of this project is a bituminous retread 1¼ in. minimum thickness with a drag seal. Prior to placing this surface, a paint coat was applied consisting of RC-3, cut-back asphalt applied at the rate of .04 gallon per square yard.

A Barber-Greene mixing plant was used for the surface course. This plant is of the continuous operation type, with elevator for the aggregate bin, double drum drier and operated electrically from a portable generator. It was exceedingly efficient, having a capacity of 100 tons per hour. The job mix formula consisted of .45 gallon of RC-5 cut-back asphalt per cubic foot of Grade No. 13 Brooksville stone.

Two Barber-Greene finishing machines applied this surface to the base. Due to the efficiency of the plant, finishing machines and personnel, unusually good time was made during this operation; maintaining an average of one mile per day of 22 ft. surface.

A mineral seal was applied over this surface using Grade No. 18 Brooksville stone at .07 cubic foot per square yard with .18 gallon RC-1S cut-back asphalt. The aggregate was distributed by the spreader box method, asphalt applied with a pressure distributor and mixed with a drag seal broom. It was then rolled with a traffic roller, equipped with pneumatic tires.

This surface course was constructed by the MacAsphalt Corporation of Lakeland, Florida with Bill Sullivan as superintendent. A majority of the credit for the unusually fine riding qualities goes to Frank Britt, Finish Inspector for the State Road Department. His untiring efforts in constant inspection of the base and surface course have resulted in an outstanding job.

MUCK BLANKET

Because there was not enough organic material in the soil to produce a suitable stand of grass, a blanket of muck had to be placed over the shoulders, ditch and backslope. Excavated from nearby deposits and hauled to the job by the DW-10 Caterpillar wagons, the muck was spread with bulldozer and blades, and mechanically mixed in the soil with a Pulvimixer. To get the thickness of 4 inches desired, 0.2 cubic yard of muck had to be spread on each square yard of surface, requiring approximately 135,000 cubic yards for the job.

After the muck blanket was completed, sprigs of Bermuda grass were planted and fertilized. The growth of the grass was very rapid and an unusually prolific stand was produced.

One of the most interesting highlights of the project was noted under this operation. It was found that after heavy rains the areas where the muck blanket had been completed were comparatively free from washouts and erosion whereas untreated areas were badly eroded. The dense mass of earth, made possible by the thorough mixing and compacting of the muck and sand, contributes considerable stability to the shoulders and slopes.

The underpass, constructed under the Atlantic Coast Line Railroad, near Lake Placid, replaces a hazardous outmoded timber overpass structure in very poor condition. It was extremely dangerous, having been built between two 90 degree angle turns with poor visibility on each end.

The new structure is a 39 ft. plate girder span resting on concrete piers with a minimum 14 ft. vertical clearance and approximately 2,000 ft. sight distance. The left abutment is designed for use as a center pier in the event that future traffic demands require an additional pavement lane.

To prevent erosion in the locality of the underpass cut, sod was secured from an abandoned air base and placed on the slopes from the edge of pavement to the limits of construction. Approximately 3½ acres were set during this operation with highly satisfactory results.

JOSEPHINE CREEK BRIDGE

Over Josephine Creek, a 200 ft. concrete slab bridge was constructed. Thirteen 15 ft. concrete spans were built on 14—5 pile bents. Precast concrete piles 14 in. by 14 in. were used. The bridge is designed for H-20 loading and was of fresh water construction. Slopes at both ends of the bridge are protected by sand cement riprap.

DETOUR

At the south end of the project where the old and new routes coincide for approximately 2 miles a detour was constructed to accommodate traffic during construction. The detour consisted of an 18 foot lime rock base four inches thick with a sand seal surface.

This detour was removed after the construction of the new road and the rock salvaged and used for turnouts and stabilizing purposes. This detour made possible an uninterrupted flow of traffic outside the construction limits, thereby permitting the contractor to proceed with practically all phases of construction without interference.

CONTRACT ITEMS:

The major items on the project are as follows:

Clearing and Grubbing	373.44	Acres
Excavation	144,277	Cu. Yds.
Mixing and Compacting	225,248	Sq. Yds.
Stabilizing Material (Clay)	17,174	Cu. Yds.
Muck Blanket (4'' thick)	658,000	Sq. Yds.
Ocala Lime Rock Base (8'' thick)	202,635	Sq. Yds.
Tar Prime (RT-2)	41,338	Gallons
Paint Material (RT-3)	24,803	Gallons
Retread Bituminous Material	165,352	Gallons
Concrete Class A (Substructure)	408.86	Cu. Yds.
Concrete Class A (Superstructure)	236.90	Cu. Yds.
Concrete Class A (Misc. Construction)	72.88	Cu. Yds.
Reinforcing Steel	72,186	Pounds
Precast Concrete Piling	1,900	Lin. Ft.
Sprigging	658,000	Sq. Yds.
Retread Surface Course, Plant Mix	206,690	Sq. Yds.

JOB STATISTICS

General Contractor—Brinson Construction Company Tampa, Florida

Cost: Contract Amount $809,616.22

Date Began: July 3, 1946

Date Completed: October 22, 1947

Underpass: Built by Ryan Construction Co., Tampa, Florida

Bridge: Built by Ryan Construction Co., Tampa, Florida

Retread Surface: Built by MacAsphalt Corporation, Lakeland, Florida.

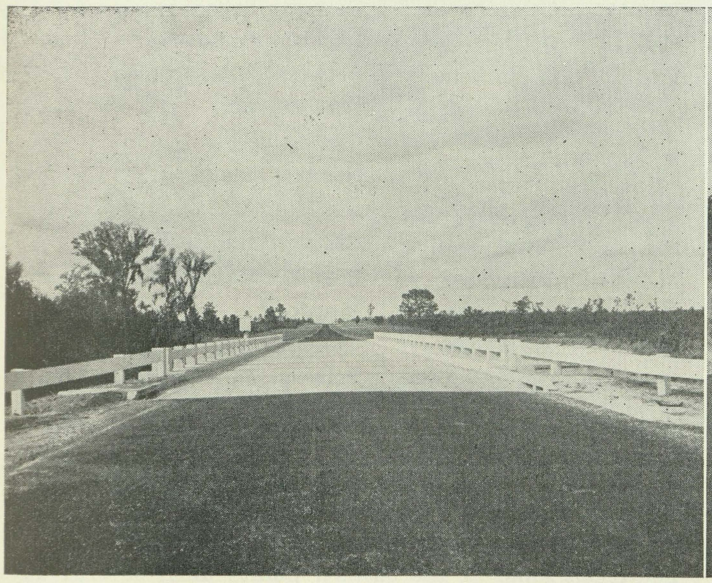
SUPERVISION

Under the able jurisdiction of L. O. Hester, Project Engineer for the State Road Department, all contract items were completed in a satisfactory manner and an outstanding job secured. He was assisted by C. A. Benedict, Instrumentman; Frank Britt, Inspector; W. C. Waters, Inspector and J. F. Woods, Inspector. All had a definite part in contributing their efforts to this splendid project.

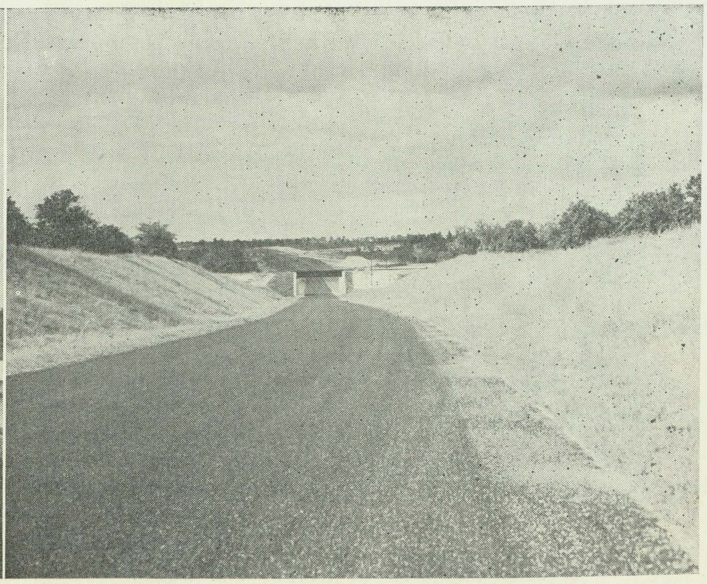
Jack Stoll was the general superintendent for the Brinson Construction Company with Roy Leslie superintendent of the lime rock base construction.

Bill Sullivan was superintendent for the MacAsphalt Corporation in charge of constructing the wearing surface of this highway.

(Continued on Page 29)



Photograph showing 195.5' concrete bridge constructed over Josephine Creek, looking north.



View showing the underpass constructed under the Atlantic Coast Line Railroad near Lake Placid. Note exceptionally long sight distance.

West Florida Floods Damage Roads

Aerial Pictures by Tallahassee Aircraft Corporation

By E. C. DeGARMO
State Highway Engineer

Old man weather, who has played the role of a fifth columnist in the postwar highway development program for the last 18 months, got in another good solid blow during the first half of April.

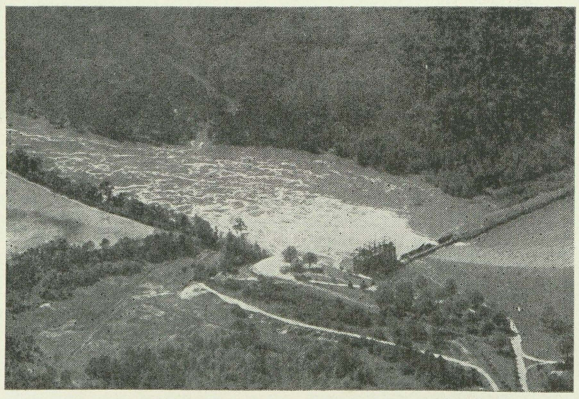
Torrential rains in the North Florida-South Georgia areas drained by the Apalachicola (Flint and Chattahoochee), Ochlockonee, Suwannee, Alapaha and Withlacoochee rivers in this period created serious flood conditions.

Highways and railroads were inundated, isolating the section centered by Tallahassee. Buses from east and south Florida had to detour through Valdosta and Hahira, Georgia.

Flood crests were reached generally in the west and north areas first, arriving in the upper regions of the state and points west on April 2 and 3, whereas the high peak at Oldtown (U. S. 19 across the Suwannee River) did not occur until April 15.

At Ellaville on the Suwannee River at the crossing of U. S. Highway 90 (State Road 10) the high water mark was 3½ feet in excess of the previous high record established in 1928. The same conditions prevailed at highways crossing the Suwannee at Luravillle (Fla. 51), Branford (U. S. 129), and Oldtown (U. S. 19).

Old ponding areas rose to new heights and new ponding areas were created in low spots, not heretofore known to hold water. An example of newly created ponds is evident on Road 51 about 2 miles north of Luraville in Suwannee County where there are several feet of water over the road for a distance of several thousand feet.



Lake Talquin dam east of Tallahassee. Original picture showed brim-full condition of lake with view of flooded Fla. 20 in background.

These new ponds create a problem which the Department has not faced before and which will be expensive to solve because of the extensive ditching required for drainage or the alternate of considerable fill material to raise the grade.

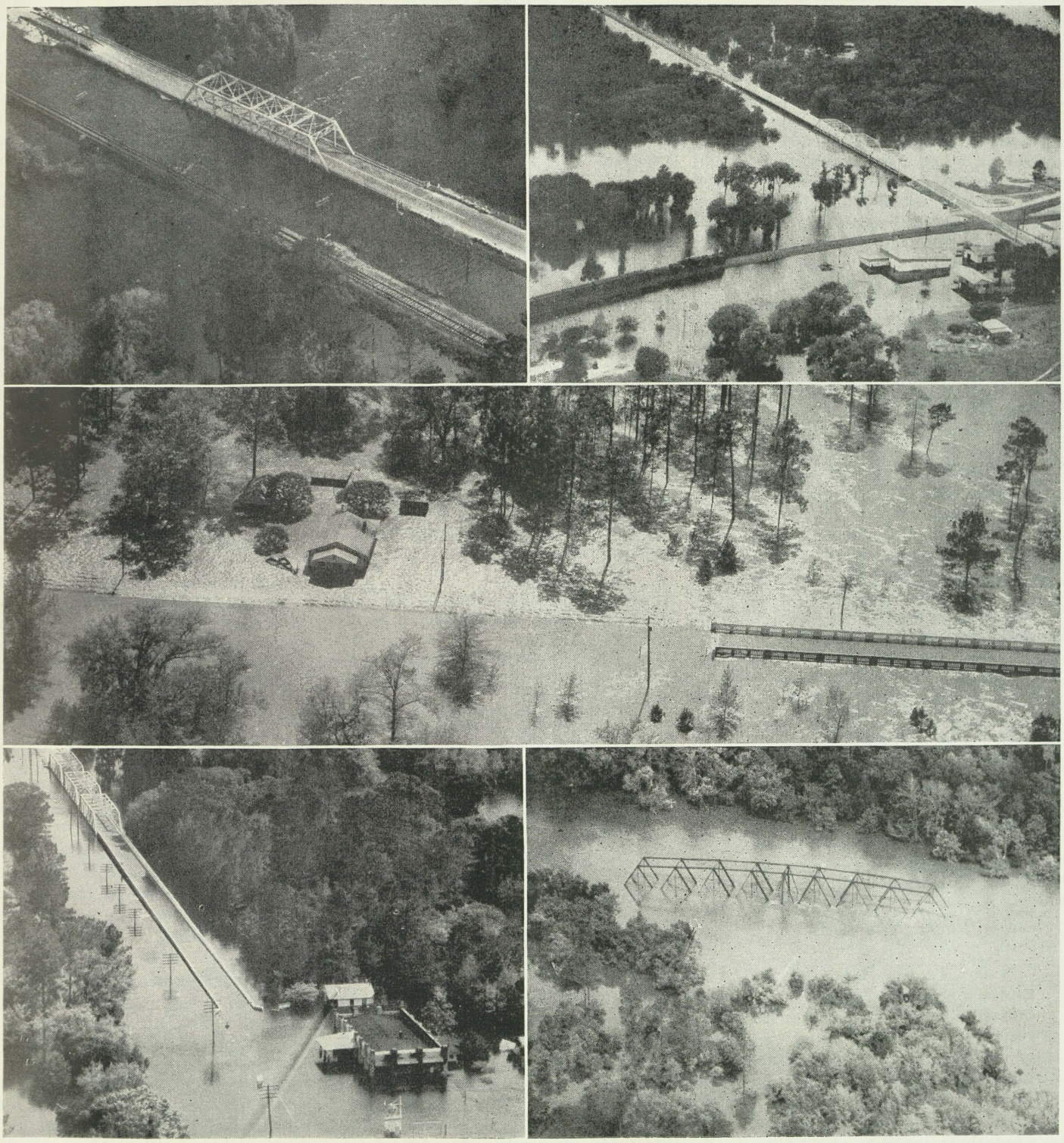
The full extent of damage to state and local roads and city streets is as yet incalculable, but known to be extremely high. Jackson County sent an urgent plea for federal health and highway aid to prevent stream, lake and well pollution, and restore roads. In Tallahassee it was said that a good part of the city fund designated for paving would have to be used to restore streets to their previous unpaved but passable condition. The State Road Department has had to construct several Bailey bridges to span blowouts at existing crossings.

A detailed survey of the flood damage to State Maintained roads is now being made by Mr. Frank Webb of the Department's Construction Division to determine the cost of repairing the damage and restoring the highways. The Department plans to request a grant of special federal storm damage funds to assist in replacements. In support of this request pictures of the actual damage are being made by SRD photographer A. Wade Blake.

The following is a list of State Maintained road closures during the period of the flood:

Road No.	Stream	Location
U. S. 41	Suwannee	White Springs
U. S. 90	Suwannee	Ellaville
U. S. 90	Ponding Areas	Between Lake City and Madison
U. S. 90	Ochlockonee	Between Tallahassee and Quincy
Fla. 10	Ochlockonee	Between Tallahassee and Quincy
Fla. 20	Ochlockonee	Between Tallahassee and Blountstown
Fla. 20	Chipola	Clarksville
Fla. 53	Ponding Areas	North of Madison
Fla. 148	Ponding Areas	North of Madison
Fla. 6	Withlacoochee	Between Madison and Jasper
Fla. 51	Suwannee	Between Mayo and Live Oak
U. S. 129	Suwannee	Branford
U. S. 19	Suwannee	Oldtown
U. S. 319	Ponding Areas	Between Tallahassee and Thomasville

The accompanying aerial pictures were made on different days. Those west of Tallahassee were taken on April 2 and those to the east on April 7. The flood crest did not reach some of the eastern points until several days later.



Top left: Bridge over Suwannee on U. S. 41 near White Springs. Almost cut out of picture is Baily bridge spanning blowout at north end of permanent structure.

Top right: View of U. S. 129 crossing Suwannee River at Branford, taken on April 7, several days before crest arrived.

Center: U. S. 90 between Tallahassee and Quincy showing flow across road between Ochlockonee River bridge and relief bridge to the west.

Lower left: U. S. 90 over the Suwannee at Ellaville, between Madison and Live Oak. Part of picture showing flooded conditions east of river span was left off the cut.

Lower right: R. R. Bridge over Suwannee River three miles below Luraville Suspension Bridge.

County Activities and Personalities

Restoration of Vehicle Ramp to Jacksonville Beaches. The destroyed oceanfront ramp at the foot of Atlantic Boulevard, Neptune Beach, will be reconstructed by the State Road Department before the summer season begins. The work will be financed by surplus gasoline tax funds allocated to Duval County although the County will probably be asked to defray the cost of designing the new ramp out of its funds budgeted for road and bridge maintenance and repair.

•

Carrying Coal to Newcastle? Chairman John Prince of the Palm Beach County Commission recently had occasion for a big chuckle at the expense of Manatee County. Manatee County was looking for a manatee, or sea cow, to use in a county celebration and Representative Walter S. Hardin wired the Palm Beach official for permission to try and catch one of the "critters" in their waters. Since it is against the law to catch manatees the State Conservation Commission had to grant permission for the hunt providing Palm Beach County also acceded and so with the cooperation of Marineland Studios, whose sea-going cowboys know all about "herding" manatees, the hunt was on. "Imagine," smiled Chairman Prince, "Manatee County coming to Palm Beach County to catch a manatee, for which that county is named."

•

New County Building for Pinellas County. A new county building to be located in St. Petersburg was assured following a special session of the county commissioners when final approval of resolutions for the issuance of revenue certificates to finance the new county building was given.

•

Water Control Plan Advanced by Broward County. The Broward County Commission has approved a resolution requesting a federal emergency grant of $250,000 for the construction of a dike along the 40-41 range line north from North New River canal to the Hillsboro canal, the barrier being sought as a flood measure. Members of the Florida congressional delegation have promised aid for the grant and the army engineers have indicated they would approve it since the dike will fit into the plans for flood control and water conservation for all of South Florida which were recently prepared by army engineers.

•

More Water Control—Broward and Dade Counties. County road forces have begun work that will strengthen the entire Dade-Broward levee which is still holding back a head of water in the Everglades from last year's flood. Between now and July 1, the county workmen will move 258,000 cubic yards of earth, raising the present dike 12 feet above sea level, with a 40-foot base. According to Commissioner Hugh Peters the strengthened dike will withstand hurricane action and prevent the recurrence of flood conditions of last fall. He also went on to say that the project is being pushed on an emergency basis independent of the over-all federal flood control program.

•

Conner's Highway, between the East Coast and Lake Okeechobee, is again open after having been closed since last September's hurricane and floods required erection of muck dikes atop it. The temporary dikes erected have all been cleared away and the road completely resurfaced.

•

Mullet Key May Be Large Public Recreation Center for Tampa-Pinellas Area. A bill has been introduced in the U. S. House and Senate which would enable Pinellas County to acquire Mullet Key. This bill would give Pinellas County 800 acres of Gulf and Tampa Bay land for development as a public recreation center. At Mullet Key there are fine white sand beaches and favorable fishing sites and it is estimated that, once constructed, a causeway or bridge would open the islands to more than 150,000 county residents and tourists.

•

Escambia County Will Join in the Statewide Air Marker Plan following a resolution passed by county commissioners making its portion of the aircraft registration fees available for this purpose. According to the State Improvement Commission, the program planned throughout the state requires that counties included must allocate their share of receipts from the aircraft registration fees of the county to the state aeronautics fund to be used for this purpose. The state and federal governments will match the county funds.

•

Santa Rosa County Commissioner Vick Howe of Bagdad, who suffered a heart attack several weeks ago, is reported to be up and feeling fine again although he will have to remain quiet for some time yet.

•

Lake County Grass Nursery Produces Beef But No "Beefing". The Lake County owned Coastal Bermuda grass nursery opened the middle of April for its fourth season. Planted in July of 1944 to be an aid to cattlemen and dairymen in securing planting material for use in establishing permanent pastures, the nursery has been a great contributor in the development of the county's growing beef and dairy industry. Since July, 1945 when distribution of the grass from the nursery commenced, several thousands of bushels of the grass planting material have been removed from the nursery by approximately 100 different cattlemen and dairymen, and used to establish an estimated 3000 acres of permanent pastures in Lake County. Cattlemen and dairymen are highly complimentary of the county commissioners for their progressive attitude in the pasture development work.

•

It's Flood Problems from Suwannee. Suwannee County Commissioners have initiated a program which promises to bring relief for flood victims along the Suwannee River. The Board of Commissioners supported the appointment of a committee through which to clear their requests for aid. At the initial meeting the overall problem of imme-

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diate relief, farm refinance and road repair was discussed by the Commissioners. An appeal to the Florida delegation in Washington, several Federal agencies and the Governor for aid and assistance has brought a definite promise of help. County officials expressed the opinion that a budget, the like of which this county never heard of before, will be required to repair and rebuild the county's roads. Through the request of local officials, it is understood that officials of other counties affected by the Suwannee flood are making an appeal for the same type of aid that has been asked by this county's officials.

•

To Jackson County. County officials have appealed to Federal authorities in bringing relief from flood conditions which left roads impassable and polluted streams and wells a menace to health. Acting with commendable speed the Federal authorities sent two health and one road engineer to survey the damages.

•

Postwar Progress Assured in Pinellas County. Pinellas County now has available and earmarked in its two post-war funds approximately $186,000 according to a detailed report made to county commissioners recently by Clerk Ray E. Green. The first fund known as Post-War Projects fund was made up from surpluses left over at the end of each fiscal year plus transfers from tax levy funds. The other, known as the Economic Planning and Post-War Projects fund was made up from a tax levy during the year 1945-46, plus delinquent personal taxes.

•

The Orange County Commissioners have begun work of straightening and widening Fairbanks Avenue from Orlando Avenue to Fairvilla. It is hoped that the realigned road, with a width of 24 feet, will relieve Orange Avenue of some of the heavy traffic.

•

Dade County's $100,000,000 Air Depot. With the acquisition of $19,000,000 worth of personal property for the Miami Air Depot, Dade County Commissioner Chas. H. Crandon sees it as "the finest airport in the world." The personal property transfer followed transfer of the airport's engine overhaul and repair facilities in January and the lands and buildings in March. The total value of the property thus acquired is estimated at $100,000,000, which far exceeds the $46,000,000 Crandon says was the amount of taxpayers' funds spent for La Guardia Field in New York.

HISTORIC MANATEE COUNTY IS FLORIDA HIGH SPOT

Manatee County, Florida, a favorite winter playground and outstanding producer of food, has a romantic historical background . . . dating from the landing 400 years ago of Hernando DeSoto and his expedition. Judah P. Benjamin, Secretary of the Southern Confederacy, spent his last days on American soil here, later going to England to become an English subject.

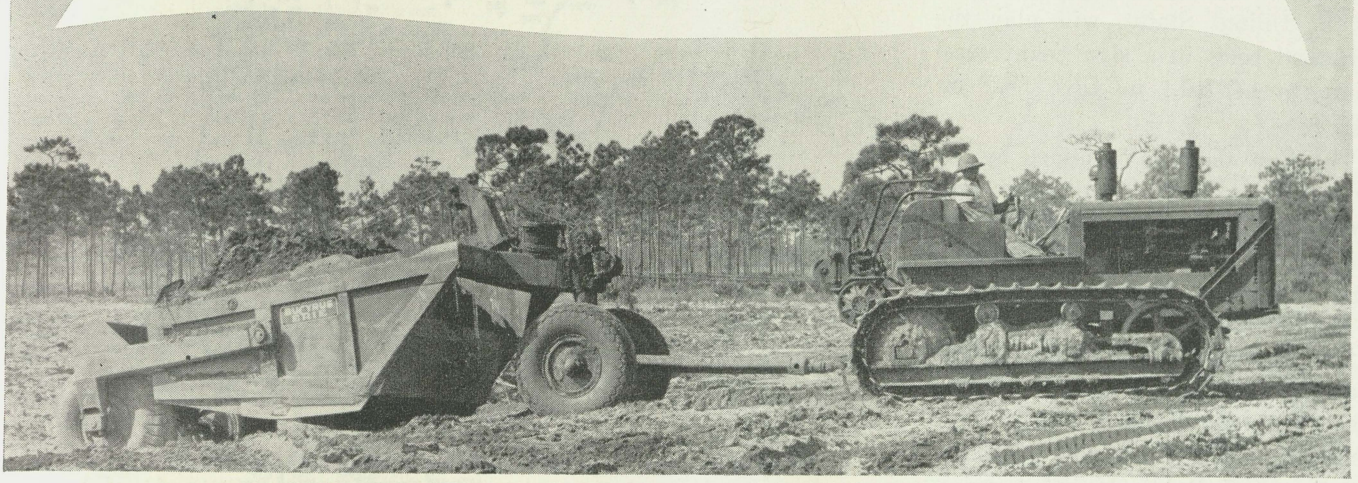
Manatee County is recognized as one of the outstanding centers in the country for production and shipping of citrus fruits and winter vegetables. Recently the County has become a large producer of gladioli, and with the introduction of many new grasses, it now produces much beef cattle.

Bradenton, Manatee's county seat, is a popular resort and has every facility for the entertainment of Winter visitors. Palmetto, directly across the Manatee River, is rail center for produce shipments and location of the big Manatee County Farmer's Market. Other thriving communities are Ellenton, Parrish, Terra Ceia and Oneco.

It is with considerable pleasure that Florida-Georgia Tractor Company, distributors of fine industrial and construction equipment, pays tribute this month to Manatee County, Florida.

INTERNATIONAL IN FLORIDA

A Name With Fame

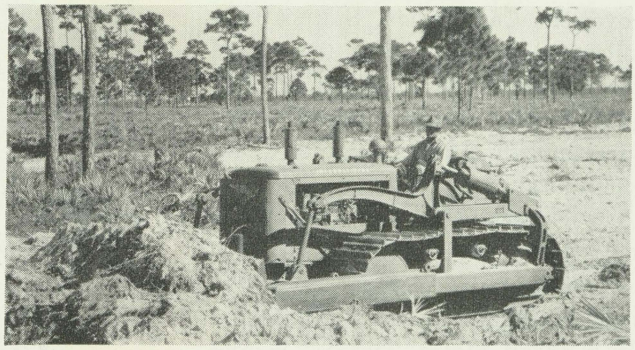


TD-18 International Crawler and Bucyrus-Erie S-90 Scraper on road work in Florida

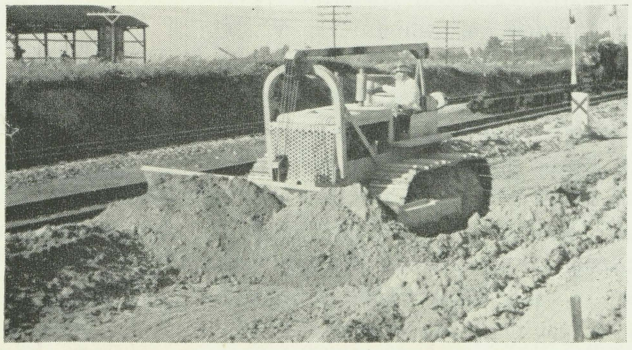
LOOK AT these INTERNATIONAL Crawlers in action! Teamed with Scraper . . . Bullgrader . . . Angle Dozer . . . or any of the many types of fine matched equipment . . . they are busy getting things done in Florida.

INTERNATIONAL Crawlers are building highways and county roads, clearing land, maintaining railroad right-of-ways, producing lumber, doing a variety of jobs for municipalities, utilities, mines and quarries. No one-purpose machine . . . the INTERNATIONAL Crawler is amazingly versatile . . . a powerful unit which utilizes dozer blades, graders and scrapers, loaders, cranes, pipe layers, winches and other matched equipment.

In Florida, as elsewhere, INTERNATIONAL Crawlers, Industrial Wheel Tractors and Diesel Engines are doing bigger jobs better.



TD-18 International Crawler equipped with Bucyrus-Erie Bullgrader clearing land in Florida



TD-18 International Crawler equipped with Heil Angle Dozer working on railroad right-of-way

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Waycross, Ga. Tallahassee, Fla. Lakeland, Fla. Miami, Fla.

FIRST FEDERAL HOSPITAL AID CHECK TO BE DELIVERED MAY 8

Governor Millard Caldwell and Leonard A. Scheele, Surgeon General of the United States, will play the principal roles in a significant ceremony to be held in Live Oak on May 8.

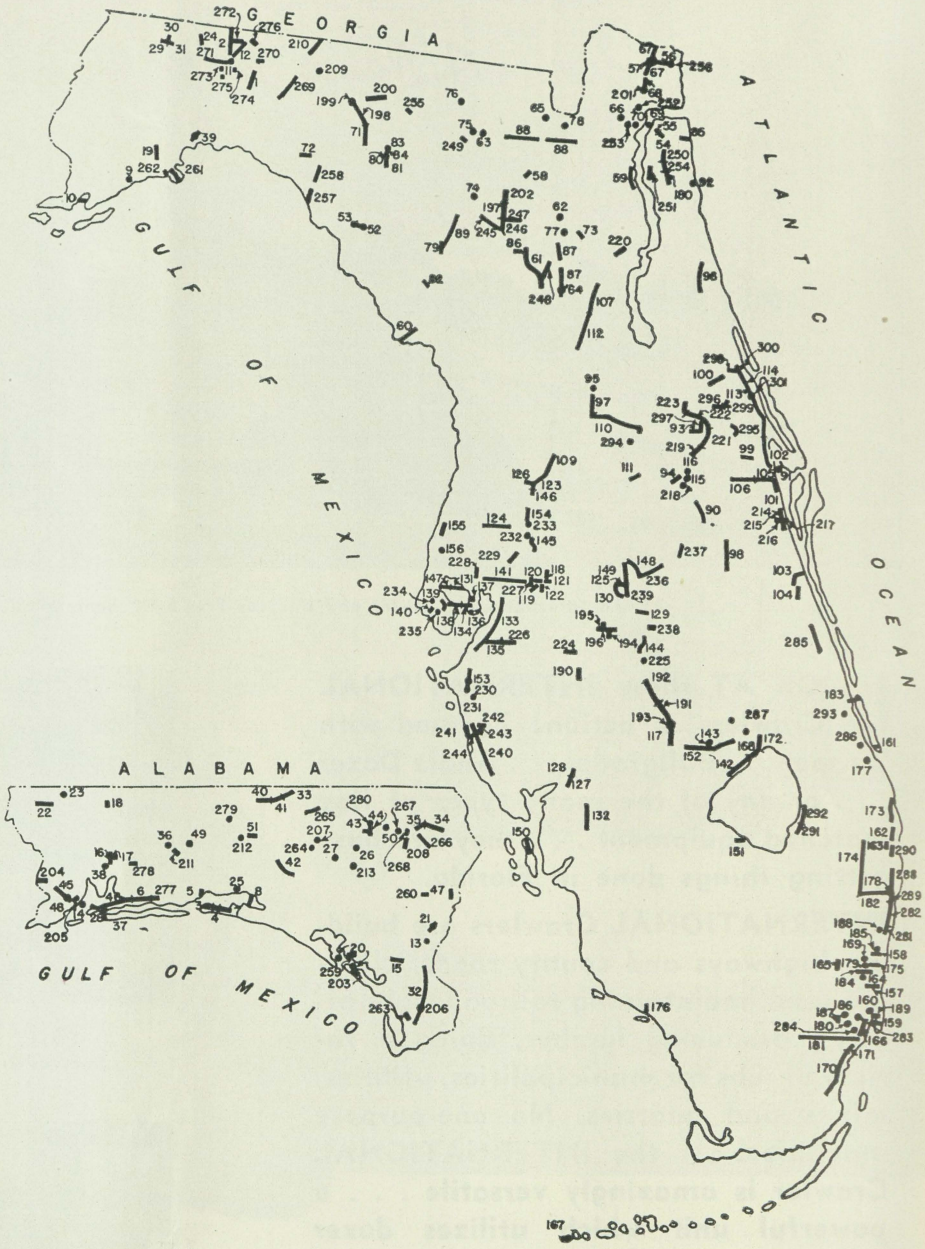
The first check to be issued by the United States Government in its program of aiding in construction of community hospitals and health centers will be presented for the benefit of the Suwannee County Hospital.

The ceremony, scheduled to take place about noon, will involve a triple play. The federal check will be presented by General Scheele, representing the U. S. Public Health Service, to Governor Caldwell who will accept it as Chairman of the Florida Improvement Commission. State Comptroller C. M. Gay will in turn hand over a state warrant, in an amount equal to the federal check, to the representative of the Suwannee County Hospital.

The Federal Hospital Survey and Construction Act instituted a five-year program of Federal assistance in the building of needed hospital facilities in all States. The Act carries an annual appropriation of $75,000,000 of which Florida's share is $1,465,375. A State Hospital Advisory Council, of which Dr. W. C. Payne of Pensacola is Chairman, gives advice to the Improvement Commission on the hospital needs of the State. The State Improvement Commission was appointed as the State Agency to make a survey of existing hospital facilities, and formulate a State Plan which would take into account all the variables of population and needs for hospitals in the different parts of the State. This Plan was approved by the Surgeon General last fall, being the twelfth State Plan to be approved. Since then the construction phase of the program has advanced rapidly and at the present time we have in Florida three hospitals under construction which receive Federal aid and tentative approval has been given by the State Improvement Commission and the U. S. Public Health Service for grants to six other hospitals which have not yet gone into construction.

It is particularly appropriate that the first check in the nation should go to the Suwannee County Hospital, as the aim of the program is to provide hospital facilities in small communities and up to the present time Suwannee County has had no hospital.

LOCATION OF CONSTRUCTION AND BETTERMENT JOBS COMPLETED IN 1947



For details of jobs completed in November and December, identified by symbol numbers 224 through 301, see schedule on opposite page.

Details on jobs with symbol numbers 1 through 223, which were completed January through October, will be found in the December issue.

The Cover Picture: View of damage on Fla. 269, a Federal Aid Secondary road in River Junction (Chattahoochee) which resulted when power dam across Mosquito Creek gave way. Picture by Tallahassee Aircraft Corporation taken April 2.

DESCRIPTION OF JOBS COMPLETED NOVEMBER THROUGH DECEMBER, 1947

No.	County	State Road No.	Job Number	Location	Type of Construction	Length (Miles or Feet)	Construction Agency	Month Started	Month Completed	Cost (Contract or Estimate)
224	Hardee	664	0600-203	Bowling Green to 2.3 miles west	Patch & mineral seal	2,300	State Forces	8-47	11-47	$ 2,348
225	Highlands		0900-301	SAL RR on Pleasant Ave in Avon Park	Signals		SAL RR	5-47	12-47	8,138
226	Hillsborough	674	1000-107	SR 43 to 5 miles east	Retread	5,000			12-47	28,815
227	Hillsborough		1000-111	SR 39 to SR 574 in Plant City	Retread	5,110	Cobb	11-47	12-47	24,780
228	Hillsborough		1000-112	SR 580 to 1,370 miles north	Retread	1,370	Cobb	11-47	12-47	21,897
229	Hillsborough	41	1021-902	M. P. 14.500 to 15.600	Repair washout	1,100	State Forces	7-46	12-47	5,500
230	Manatee	45	1301-901	Green Bridge over Manatee River	Grid floors		State Forces	10-47	11-47	17,407
231	Manatee		1300-301	SAL RR south of Manatee on old SR 356	Signals		SAL RR		12-47	3,750
232	Pasco	39	1411-103	ACL RR south of Zephyrhills	Signals		ACL RR	11-47	12-47	503
233	Pasco	41	1407-301	SAL RR in Dade City	Signals		SAL RR		12-47	16,523
234	Pinellas	55	1501-301	At Seminole & SAL RR	Signals		SAL RR		12-47	5,445
235	Pinellas	694	1506-301	ACL RR in Pinellas Park	Signals		ACL RR	11-47	11-47	7,441
236	Polk	600	1602-111	Lake Alfred to Haines City	Widen—resurface	5,562	Macasphalt Corp.	7-47	12-47	97,747
237	Polk	600	1605-103	Haines City to Osceola County Line	Widen	10.842	Macasphalt Corp.	7-47	12-47	114,479
238	Polk	60	1613-108	East Lts. Lake Wales to 0.30 miles west	Pave	0.305	Conner	4-47	12-47	14,096
239	Polk	555	1603-111	M. P. 30554 to 32.994	Retread	2.440	Macasphalt Corp.	11-47	12-47	22,564
240	Sarasota	45	1702-108	Venice to Sarasota	Widen—retread	17.165	Cobb	2-47	11-47	329,928
241	Sarasota	789	1708-102	Siesta Key Road	Widen—retread	8.598	Cobb	2-47	11-47	101,733
242	Sarasota	789	1710-102	Ablee Road	Widen—retread	1.748	Cobb	2-47	11-47	32,633
243	Sarasota		1700-101	SR 45 to Ringling Art Museum	Pave	850ft.	Cobb	2-47	11-47	14,103
244	Sarasota	782	1711-102	SR 789 to SR 45	Retread	1.000	Cobb	2-47	11-47	9,759
245	Alachua	20	2602-205	Alachua to 1 mile no. High Springs	RBST	5.836	Duval	4-47	11-47	212,806
246	Alachua	241	2614-201	Alachua to SR 378	SBRM	5.498	Duval	5-47	12-47	54,253
247	Alachua	236	2616-201	SR 49 to SR 99	SBRM	4.164	Duval	4-47	12-47	23,209
248	Alachua	234	2612-102	Micanopy to Rochelle	RBST	7.000	Duval	6-47	11-47	120,969
249	Columbia		2912-102	Farmers Market at Lake City	Pave		State Forces	8-47	12-47	1,595
250	Duval	5	7207-207	Bayard to So. limits Jacksonville	RBAC	17.000	Duval	4-47	12-47	418,497
251	Duval	13	7216-201	Goodly Lake Bridge & approaches	Bridge and approaches	360ft. 0.585	Okeechobee	1-47	11-47	129,772
252	Duval		7200-305	Signals at 120th St. at Yukon	Signals		ACL RR	1-47	12-47	11,000
253	Duval		7200-307	ACL RR at San Juan, King & Rosselle Sts. in Jacksonville	Signals		ACL RR	12-47	12-47	37,900
254	Duval	5	7207-109	Bayard to 2.950 miles south	Asp. Conc	2.950	Duval	8-47	12-47	42,692
255	Duval	10	3501-108	West of Suwannee River	Roadside Park		State Forces		12-47	2,750
256	Nassau	200	7406-105	Yulee to Atlantic Ocean	Widen—bridges	128ft.	Sockett	1-47	12-47	80,689
257	Taylor	361	3805-103	SR 361 to Dekle Beach	SBRM	2.307	Hall	8-47	12-47	46,372
258	Taylor	361	3805-902	M. P. 7.310 to SR 55	Mineral Seal	9.914	Hall	8-47	12-47	8,648
259	Bay	30	4602-108	6th St. in Panama City M. P. 22.97 to 23.80	SBRM	0.096	Smith	5-47	12-47	58,000
260	Calhoun	20	4701-109	East of Clarksville	Roadside Park		State Forces	5-47	12-47	2,500
261	Franklin	370	4902-102	Bald Point to Peninsular Point	SBRM	11.000	Faulk & Coleman	7-47	12-47	135,000
262	Franklin	370	4902-103	At intersection SR 30 & SR 370	Wayside Park		State Forces	10-47	12-47	3,740
263	Gulf	30	5101-902	M. P. 17.31 to 17.911	Slope paving	0.180	State Forces	2-46	12-47	4,235
264	Holmes	79	5203-302	L & N RR in Bonifay	Signals		L & N RR	11-47	12-47	7,500
265	Holmes	2	5205-105	SR 88 to SR 298	SCST	9.00	State Forces	9-46	12-47	125,997
266	Jackson	10	5302-205	SR 6 to Cypress	SBRM	7.376	Wright	3-47	11-47	357,870
267	Jackson	75	5303-301	L & N RR in Cottondale	Signals		L & N RR	8-47	12-47	9,050
268	Jackson	73	5312-105	M. P. 15.820 to 16.187	Retread	0.367	State Forces	11-47	11-47	5,608
269	Jefferson	259	5407-201	SR 500 to SR 1	SCST	9.446	Peacock	12-46	11-47	138,570
270	Jefferson	10	5401-109	Near Leon County Line	Wayside Park	1.958	State Forces	8-47	12-47	1,958
271	Leon	10	5506-204	Ochlockonee River to SR 500	SBRM	4.348	Smith	4-47	12-47	159,206
272	Leon		5520-102	SR 155 to SR 61	SCST	8.30	Leon County	4-47	11-47	80,000
273	Leon		5518-109	Streets at A & M College	Pave			10-47	11-47	20,000
274	Leon		5518-110	Highway Patrol Radio St. Tallahassee	Parking Area		Cobb	10-47	11-47	277
275	Leon		5518-111	Chemistry Building in Tallahassee	Parking Area		Cobb	10-47	11-47	144
276	Leon	154	5520-104	SR 61 to SR 151	SCST	3.741	Cobb	11-47	11-47	6,780
277	Santa Rosa	30	5803-902	M. P. 23.829 to 24.129	Mineral Seal	0.300	Smith	7-47	12-47	1,154
278	Santa Rosa	10	5801-104	Wayside Park at Pond Creek	Wayside Park		State Forces	12-46	12-47	2,500
279	Walton	187	6006-104	Bridge No. 41.42944	Bridges	263ft.	Smith	12-46	11-47	65,586
280	Washington	77	6108-301	L & N RR in Chipley	Signals		L & N RR	10-47	11-47	5,900
281	Broward	5	8602-105	Concrete Pavement to 4.9 miles north	Asp. Conc	4.9	Manly	6-47	12-47	65,725
282	Broward	5	8602-204	Palm Beach County Line to 8.47 miles so.	Asp. Conc	8.47	Manly	6-47	12-47	101,373
283	Dade		8700-314	SAL RR Hialeah Jct LeJune Rd.	Signals		SAL RR	10-47	11-47	7,544
284	Dade		8700-302	FEC RR Miami, 5th, 8th, 10th, 13th & 14th Sts.	Signals		FEC RR	10-47	12-47	36,200
285	Indian River	5	8801-204	Wabasso to Roseland & Oslo O. H. to Vero Beach	Asp. Conc	12.471	Cobb	7-47	11-47	192,450
286	Martin	5	8901-108	Br. No. 4 & culverts at. M. P. 2075, 23.17, 23.75 & 24.49	Widen bridges	104ft	Cleary	6-47	12-47	16,152
287	Okechobee	66	9109-201	1.5 mi. n. w. SR 8 to 11.8 mi. n. w.	Structures		Wall	10-46	11-47	101,437
288	Palm Beach	5	9301-105	Delray Beach 3.0 miles south	Asp. Conc	8.305	Manly	8-47	12-47	40,112
289	Palm Beach	5	9301-203	Broward County Line to 6.2 miles West	Asp. Conc	6.2	Manly	8-47	12-47	63,816
290	Palm Beach	5	9301-106	Hypulxo to SR 805 in Lantana	Asp. Conc	1.290	Rubin	9-47	11-47	43,871
291	Palm Beach	80	9311-113	M. P. 16.787 to 16.907 in Belle Glade	Retread	0.122	Dickerson	9-47	12-47	2,386
292	Palm Beach	15	9313-109	Belle Glade to SR 715 in Pahokee	Retread	12.439	Dickerson	9-47	12-47	173,336
293	St. Lucie	5	9401-106	Bridges No. 1, 2, 4, 6 & 7 & culverts from M. P. 1.42 to 6.72	Widen bridges	401ft.	Cleary	6-47	12-47	74,360
294	Lake	448	1112-102	Bridge No. 25	Bridge	50ft.	State Forces	8-47	11-47	7,827
295	Seminole	15	7704-107	M. P. 0.00 to 5.89	Asp. Conc	5.89	Dickerson	9-47	12-47	41,771
296	Seminole	415	7705-106	M. P. 1.99 to 3.49	Asp. Conc	1.50	Dickerson	9-47	12-47	10,101
297	Seminole		7700-103	French Street in Sanford	Asp. Conc	2.450	Dickerson	9-47	12-47	26,475
298	Volusia	600	7906-106	Campbell St. to SR 4	Asp. Conc	0.372	Cobb	1-47	12-47	93,775
299	Volusia	415	7912-105	Osteen Bridge to 1.584 mi. n.	SBRM—Bridges	1.780	Wright	1-47	11-47	200,666
300	Volusia	A-1-A	7908-107	SR 5 to n. Beach Ave. in Daytona Beach	Widen—Asp. Conc	.230	Cobb	7-47	12-47	17,334
301	Volusia	5	7901-109	Spruce Creek Bridge	Widen—Bridges	.266	State Forces	8-47	12-47	50,199

(See Map Opposite Page)

Transactions of Meeting of Florida State Road Department

MEETING HELD AT MIAMI ON MARCH 25, 1948

Following agreement at the last meeting, the State Road Department held a meeting at Miami on March 25, 1948, with the following attendance: F. Elgin Bayless, Chairman, Courtney Campbell, Herman B. Fultz and Robert T. Carleton, Members, and J. Robert McClure, Secretary, present; Member S. Kendrick Guernsey, absent.

APPROVAL OF MINUTES

On motion of Mr. Carleton, seconded by Mr. Fultz, the minutes of the Quarterly meeting held at Tallahassee on March 8 were approved.

APPLICATIONS FROM I. I. BOARD FOR RELINQUISHMENT OF R/W RESERVATION IN CERTAIN MURPHY ACT DEEDS OF S R D

The Board gave consideration to the list of applications received from the Trustees of the Internal Improvement Fund for release of right of way reservations in Murphy Act deeds and parts thereof, along with the recommendation of the State Highway Engineer in each instance.

On motion of Mr. Campbell, seconded by Mr. Fultz action was taken on the Engineer's recommendations, as indicated below:

Hillsborough County, Deed No. 2341, Engineer Recommendation, Release all of Reservation. Approved by Board.

Pinellas County, Deed No. 902, Engineers Recommendation, Release all of Reservation. Approved by Board.

Pinellas County, Deed No. 2891, Section 1506, Road 694. Engineer Recommendation, Release no part of Reservation. Approved by Board.

CONTRACTS AWARDED

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates, as hereinafter indicated, receive bids for the construction of certain projects and for the furnishing of certain pieces of equipment, as hereinafter listed, and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed, be and the same is hereby approved, which said contracts are as follows, to wit:

CONTRACTS AWARDED

Construction

Bids received Dec. 18, 1947

Marion Const. Co., 3775-101 & 3775-102, 250-136, Suwannee, $313,659.80.

Bids received Feb. 19, 1948

Noonan Const. Co., 5801-105, 10, Santa Rosa, $100,179.50.

Peterson & Earnhart, S-9(2), 2 Jackson, $186,-928.80.

Powell Bros., Inc., 8675-101, Broward, $438,-119.00.

Equipment

Bids of March 8, 1948

2 2-ton Trucks, Padrick Chev. Co., Ft. Pierce, $3,558.40.

2 2-ton Trucks, Hough Chev. Co., Ft. Myers, $3,408.40.

Bids of March 9, 1948

2 2-ton Trucks, Arcadia Motor Co., Arcadia, $3,329.90.

2 2-ton Trucks, Luby Chev. Co., Miami, $3,490.90.

2 2-ton Trucks, Christian Chev. Co., Clewiston, $3,432.90.

Bids of March 10, 1948

1 Sedan, Arcadia Motor Co., Arcadia, $1,354.70.

1 1-ton Truck, Alford Chev. Co., Tallahassee, $1,418.77.

6 Cold Patch Mixers, Fla. Equipment Co., Jacksonville, $16,310.00.

4 Concrete Mixers, Square Deal Mchy. Co., Orlando, $4,888.00.

3 Portable Rollers, Fla-Ga. Tractor Co., Jacksonville, $8,540.00.

1 Truck Press, Fla-Ga. Tractor Co., Jacksonville, $3,310.25.

2 Pull Graders, Fla-Ga. Tractor Co., Jacksonville, $7,142.00.

2 Semi-Trailers, Fla. Trailer & Equip Co., Jacksonville, $2,798.00.

1 Sand Drier, M. D. Moody & Sons, Jacksonville, $1,750.00.

3 Truck Cranes, M. D. Moody & Sons, Jacksonville, $52,437.80.

3 Truck Cranes, Gibbs Corp., Jacksonville, $59,988.00.

2 Crawler Tractors, Seabrook Trk. & Tract. Co., Tallahassee, $20,000.00.

2 Crawler Tractors, Farm & Home Mchy. Co., Orlando, $20,095.00.

Bids of March 11, 1948

2 2-Ton Trucks, St. Johns Chev. Co., Palatka, $3,530.90.

Bids of March 12, 1948

2 ½-ton Trucks, Davock Chev. Corp., Ft. Lauderdale, $2,379.70.

1 2-ton Truck, L. D. Poer Chev. Co., Sebring, $1,685.70.

Bids of March 13, 1948

2 ½-ton Trucks, Riverside Chev. Co., Jacksonville, $2,305.70.

Bids of March 20, 1948

1 2-ton Truck, Inman-Johnson Motor Co., Quincy, $2,016.18.

SUPPLEMENTAL AGREEMENTS

On motion of Mr. Carleton, seconded by Mr. Campbell, the following supplemental agreements were approved:

R. H. Wright and Son, Inc., 9 UI-025-1(1), Dade, Increase $10,937.50.

R. H. Wright and Son, 21, F. A. 117(2), Volusia, Increase $3,571 .78.

H. E. Wolfe Const. Co., Inc., 76, S-188(4), Martin, Increase $1,415.25.

Coggin and Deermont, 67, 5602-106, Liberty, Increase $14,823.37.

Smith Eng. & Const. Co., 10-115-53 5704-903, 5703-107 & 5803-901, Okaloosa-Santa Rosa, Increase $437.87.

Tidewater Const. Co., A1A, 7908-104, Volusia, Increase $1,592.00.

Smith Eng. & Const. Co., 386, FAS-168(1), Bay-Gulf, Decrease $26.00.

RIGHT OF WAY REQUESTS MADE OF COUNTIES

Routine resolutions authorizing and requesting counties to acquire right of ways were adopted for the following sections of state roads:

Bradford, 18, 2808, Hampton to Theressa—Campbell, Fultz.

Duval, 212, 7219—From Sta. 650 to Sta. 724, across Pablo Creek—Carleton, Campbell.

Gilchrist, 341, 3102, From Road 26 to Bell—Campbell, Carleton.

Suwannee, 49, 3707, From Road 10 SE'ly ten miles—Carleton, Campbell.

GRANT OF TITLE TO VENICE AIRPORT TO STATE IMPROVEMENT COMMISSION

The Board gave consideration to the request from the State Improvement Commission, as contained in letter of March 19 from William C. Lazarus, State Aviation Supervisor, that the State Road Department transfer its title to the Venice Airport to the State Improvement Commission, in order that the said airport may be offered by said Commission for lease for operation and maintenance as an airport.

On motion of Mr. Campbell, seconded by Mr. Carleton, the Board approved this request and authorized the Chairman to effect such transfer of title.

COURTNEY CAMPBELL PARKWAY—PART OF ROAD 60 RELATING TO SECTION 1014

On motion of Mr. Campbell, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS, that portion of State Road 60 (formerly known as State Road 595), Section 1014, commonly known as "Courtney Campbell Parkway", and extending easterly from the Hillsborough-Pinellas County Line to P. I. Station 517 + 86.98 on the easterly shore of Old Tampa Bay in Government Lot 1, Section 12 and Government Lot 6, Section 13, Township 29 South, Range 17 East in Hillsborough County, carries a large volume of through traffic, is a scenic drive, along which has been established parkways, wayside park facilities and public recreation areas which are used and enjoyed by large numbers of people daily; and

WHEREAS, it is necessary for the safety of traffic, highway maintenance, improvement and acceleration of transportation and the most effective utilization of said highway, parkways, scenic drives and roadside facilities, and for the public safety and convenience, that a wide marginal area outside the traffic lanes of said section of said highway for off-highway parking, for protection and maintenance of the slopes of the causeway extending in adjacent waters and the safe utilization of the recreational facilities, wayside parks, picnic tables, benches, fishing facilities, beaches and other recreational facilities as well as for further highway improvements, additional traffic lanes and parking facilities, be obtained and acquired as additional right of way for said portion of said State Road 60; and

WHEREAS, it is the judgment of the State Road Department of Florida that the right of way for said portion of said Road 60 should be at least 300 feet wide and should extend 150 feet on either side of the centerline of same; and

WHEREAS, the State Road Department of Florida by resolution adopted on November 17, 1947, created and established said State Road aforesaid as a limited access facility from the westerly shore of Old Tampa Bay, in Section 16, Township 29 South, Range 16 East, in Pinellas County to the easterly shore of Old Tampa Bay in Sections 12 and 13, Township 29 South, Range 17 East in Hillsborough County, pursuant to the provisions of Chapter 348, Florida Statutes, 1941, Cumulative Supplement, but it is deemed proper and necessary in the public interest that said resolution of November 17, 1947 be modified, as

Compliments

OCALA MFG. ICE & PACKING CO.

OCALA, FLORIDA

hereinafter provided, with respect to Section 1014 of said State Road 60, same being that portion of said State Road 60 lying East of Pinellas-Hillsborough County line and extending to Memorial Highway in Hillsborough County, Florida.

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of Florida that it finds the matters and things recited in the preamble hereof to be true; that it finds it to be practicable and to the best interest of the State to widen the right of way of said portion of Section 1014 of said State Road 60 described in the first paragraph of the preamble hereto, to 300 feet, viz: 150 feet on either side of the centerline thereof, and that such widening of said right of way is necessary for the public use, convenience and safety.

BE IT FURTHER RESOLVED by the State Road Department of Florida that it hereby approves and adopts the location and survey map covering said portion of said Section 1014 of said State Road 60, as prepared by the State Highway Engineer, and certified as of March 24, 1948, copy of which, certified to by the Secretary and the Chairman of the Department, is ordered and directed to be filed in the office of the Clerk of the Circuit Court of Hillsborough County, Florida, and recorded.

BE IT FURTHER RESOLVED that it is the judgment of the State Road Department of Florida that it is necessary that additional right of way to widen said State Road 60 be acquired in fee simple, and that fee simple title be acquired to those areas within the right of way as presently existing and in which the Department now holds perpetual easement.

BE IT FURTHER RESOLVED that said resolution of November 17, 1947 hereinabove referred to be, and the same is hereby amended by and to the extent that said Section 1014 of said State Road 60 be excluded from the limited access facility established and created by said resolution, and that said resolution insofar only as it affects said portion of said Section 1014 be, and the same is hereby vacated.

BE IT FURTHER RESOLVED that said County be, and it is hereby authorized and requested, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for said portion of said Section 1014 of said State Road 60, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction or reconstruction and maintenance of said portion of said Section, and to convey the same to the State of Florida, free of encumbrances, and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said portion of said Section, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

BE IT FURTHER RESOLVED that all former resolutions adopted by the Department affecting said section of said State road in conflict herewith be and the same are modified so as to conform hereto.

SURPLUS GAS TAX FUNDS OF HIGHLANDS COUNTY

On motion of Mr. Carleton, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, by resolutions of the County Commissioners of Highlands County, Florida dated October 17, 1946 and February 4, 1947 the said Board authorized and requested the State Road Department to retain and earmark all of the proceeds of Highlands County's 20% surplus funds from the tax imposed by Section 16, Article IX, of the Constitution of Florida, said funds to be used to assist in financing the construction of said roads in Highlands County to be built by the Florida State Improvement Commission and financed with revenue certificates to be repaid from 80% surplus funds of the State Road Department of Florida; and

WHEREAS, it has been determined that the Highlands County 20% surplus funds will not be required to assist in financing the construction of said roads and have not been pledged in the bonds issued by the Florida State Improvement Commission for the construction of said roads; and

WHEREAS, the Board of County Commissioners of Highlands County, Florida has by proper resolutions adopted on the 20th day of January, 1948 and the 17th day of February, 1948, requested that its resolutions of October 16, 1946 and February 4, 1947, insofar as they relate to 20% surplus funds, be rescinded and said funds, which have accumulated and are now held in an earmarked fund by the State Road Department, be remitted to the County Commissioners of Highlands County,

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that it does hereby agree to the request of the County Commissioners of Highlands County, Florida for the release of said funds and directs its Auditor to remit said funds to the State Board of Administration for further remittance to the County Commissioners of Highlands County; and

BE IT FURTHER RESOLVED that a certified copy of this resolution be furnished to the State Board of Administration and the Florida State Improvement Commission.

REQUEST FOR EXTENSION OF FEDERAL AID SYSTEM

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, it is expedient and necessary for the proper improvement and development of the Federal Aid System, and Federal Aid routes, in the State of Florida that a further extension of the Federal Aid System be effected; and

WHEREAS, there exists sufficient unallotted

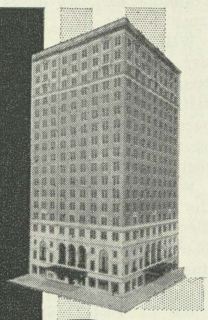
McLean Machinery Company, Inc.

Lima Draglines, Cranes, and Shovels
Insley Draglines, Cranes, and Shovels
Sullivan Air Compressors and Tools
Marlow Pumps—Hendrix Buckets
Wheeler Tandem Rollers

SALES - SERVICE - RENTALS

Palatka, Florida

HOTEL Floridan
JAMES B. PICKARD, MGR.
400 ROOMS
400 BATHS
Delightful Dining in
THE CRYSTAL ROOM
Cocktails and Dancing
THE SAPPHIRE ROOM



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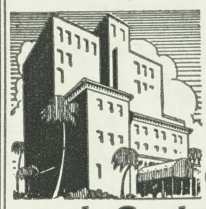

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mileage of the present permissible mileage of the Federal Aid System in Florida to permit the construction of a proposed extension of the said Federal Aid System to effect the necessary improvement and development of the said system;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of Florida, that the following described and designated extension to the Federal Aid System is necessary for the proper improvement and development thereof, to wit:

The extension of Federal Aid Route No. 26 from Ft. Lauderdale along the proposed location of State Road No. 9 to an intersection with Federal Aid Route No. 3, State Road No. 5, south of Stuart.

BE IT FURTHER RESOLVED that the public Roads Administration, Federal Works Agency, be petitioned to approve the proposed extension described herein, and its addition to the Federal Aid Highway System.

BE IT FURTHER RESOLVED that necessary certified copies of this resolution be transmitted to Public Roads Administration, Federal Works Agency.

ELECTRIC POWER FOR BRIDGE SPAN AT WHITE CITY, GULF COUNTY

On motion of Mr. Campbell, seconded by Mr. Carleton, the following resolution was adopted:

WHEREAS, the State Road Department has recently constructed a lift type span bridge across the Intracoastal Waterway at White City in Gulf County, Florida; and

WHEREAS, the operation of said lift type span will require a 20 horsepower motor operated on a 3 phase line; and

WHEREAS, there was not available at White City industrial power facilities for the purpose of operating said lift span the cost to the Department to install its own generating plant to operate this span would exceed $5,000, and the Department Bridge Engineers have determined that it would be more efficient, economical and to the best advantage of the Department to have available for the operation of this span industrial power; and

WHEREAS, the Gulf Coast Electric Cooperative, Incorporated, has agreed to construct a 3 phase line from Wewahitchka to White City, a distance of approximately 17 miles, for the purpose of supplying the necessary power for the operation of the lift span on said bridge at a cost to the Department of $5,000.

NOW, THEREFORE, BE IT RESOLVED that the State Road Department pay to the Gulf Coast Electric Cooperative, Incorporated, the sum of $5,000 for the construction of a 3 phase power line for Wewahitchka to the White City Bridge in Gulf County, Florida; and

BE IT FURTHER RESOLVED that said payments shall be made when the 3 phase line shall have been completed and ready for the delivery of power to the White City Bridge.

DEPARTMENT TO RETAIN TITLE TO BORROW PIT ON ROAD 45 MATERIAL NEEDED FOR MAINTENANCE SECTION 0801—HERNANDO COUNTY

The Board considered a request from George Maillis of Brooksville that a quit claim deed be issued to the land on which Borrow Pit No. 13 on Section 0801 of State Road 45 in Hernando County is located, in order that said land may be returned to him, the former owner. The recommendation of the Division Engineer that this pit be retained for maintenance purposes on this section of road was received and also considered, and on motion of Mr. Campbell, seconded by Mr. Carleton, the Board voted to retain title to the pit.

DEATH OF WILLIAM M. WAINWRIGHT

On motion of Mr. Campbell, seconded by Mr. Carleton, the following resolution was adopted:

WHEREAS, the news of the recent sudden death of William M. Wainwright came with extreme shock and regret to the Members of this Board; and

WHEREAS, Mr. Wainwright served the State Road Department as Auditor for about two and one-half year prior to his resignation on December 1, 1947, and he performed the duties of his position in a most creditable and satisfac-

East at a point 920.72 feet Southerly from the Northeast corner of said Section 15.

also

Begin on the West line of Section 14, Township 64 South, Range 36 East at a point 779.46 feet Southerly from the Northwest corner of said Section 14 and run North 45° 28′ 48″ East 942.92 feet, to the beginning of a curve concave to the Southerly and having a radius of 2864.93 feet and a central angle of 15° 34′ 30″; thence Northeasterly, along the arc of said curve, 778.75 feet to the point of tangency of said curve; thence North 61° 03′ 18″ East 1320 feet, more or less to the Easterly shore line of Lower Matecumbe Key, the Easterly line of Section 11, Township 64 South, Range 36 East; thence Southerly along the meander of the above said Shore line, to a point 183 feet Southerly (when measured at right angles) from the line above described as North 61° 03′ 18″ East, 1320 feet, more or less; thence South 61° 02′ 30″ West 1420 feet, more or less to the beginning of a curve concave to the Southerly and having a central angle of 15° 33′ 42″; thence Southwesterly, along the arc of said curve, 764.54 feet to the point of tangency of said curve; thence South 45° 28′ 48″ West 954 feet, to the West line of said Section 14; thence Northerly, along the said West line of Section 14, a distance of 211.89 feet, to the point of beginning.

The land above described being a part of Sections 22, 15, 14 and 11, Township 64 South, Range 36 East and being occupied and used by the State Road Department of Florida, as a right of way for State Road No. 5 (formerly State Road 4-A) and containing 37.18 acres, more or less.

And

WHEREAS, the Department has certain lands not needed for right of way purposes situated in Monroe County, Florida, and more particularly described as follows:

The Southeasterly 50 feet of the 200-foot right of way of the Old Florida East Coast Railway Company (now the right of way of State Road 5 (formerly State Road 4-A) across U. S. Government Lot 1 of Section 22, Township 64 South, Range 36 East and more particularly described as beginning on the West line of said Section 22 at a point 812.79 feet Southerly from the Northwest corner of said Section 22 and run Southerly, along the West line of said Section 22, a distance of 56.98 feet; thence Easterly, along the arc of a curve concave to the Northerly and having a radius of 2964.93 feet, a distance of 883.50 feet to the end of said curve; thence North 45° 28′ 48″ East 486.54 feet, to the North line of said Section 22; thence Westerly, along said North line, 70.79 feet; thence South 45° 28′ 48″ West 436.43 feet; thence Westerly, along the arc of a curve concave to the Northerly, having a radius of 2914.93 feet and concentric with the above described curve, 841.91 feet to the Point of Beginning. Containing 1.56 acres, more or less.

Also,

All that part or portion, if any, of the original State Road 4-A which lies outside of the limits of the 150-foot right of way of the present existing State Road 5 (formerly State Road 4-A) which is now constructed upon the right of way of the abandoned Florida East Coast Railway and other lands adjacent thereto on the Northerly side, insofar as the said right of way affects the above said Section 22, 15, 14 and 11, Township 64 South, Range 36 East and as shown upon the map attached hereto and made a part of this instrument.

; and

WHEREAS, it has been proposed by the individuals above named that the said individuals will execute a deed to the Department conveying to it the lands aforesaid owned by them in exchange for a deed to be executed by the Department conveying to the said individuals the lands aforesaid owned by it, provided that the Department will also execute to the said individuals a Revocable License authorizing the said individuals to go upon and use certain other lands owned by the Department lying in Monroe County, Florida, and more particularly described as follows, to wit:

All that portion of the land owned by the State Road Department in Section 11, Township 64 South, Range 36 East, lying between the South line of Section 11 and the Easterly end of Lower Matecumbe Key, lying southerly from a line 50 feet southerly from the parallel to the centerline of the existing paved highway on State Road 5 (formerly State Road 4-A),

and

WHEREAS, the Department does not have any immediate need for the lands proposed to be licensed, and the contemplated beautification thereof appears to be in the public interest,

NOW, THEREFORE, BE IT RESOLVED that the Chairman and Secretary be, and they are hereby authorized to execute and deliver to the said individuals above named a fee simple deed conveying to them the land proposed to be conveyed as aforesaid and described in the second paragraph of the preamble hereto, and to execute and deliver to the said individuals aforesaid a Revocable License with respect to the lands owned by the Department not presently needed for highway purposes and proposed to be licensed, as more fully described in the third paragraph of the preamble hereto, the said deed and Revocable License to be delivered to said individuals upon receipt from said individuals of a warranty deed from said individuals to the State Road Department of Florida conveying to it the lands proposed to be conveyed by them, as more fully described in the first paragraph of the preamble hereto.

BE IT FURTHER RESOLVED that said Revocable License aforesaid shall contain provisions limiting the use of the lands covered thereby to beautification purposes only, prohibiting the use thereof for any business or commercial purposes whatsoever, prohibiting parking thereon, providing for submission to the Department of any plans for the beautification thereof and that such beautification shall be subject to such plans and the approval of the

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tory manner, and before his connection with this Department he had rendered other long and distinguished service in the employ of the State of Florida.

NOW, THEREFORE, BE IT RESOLVED that in the passing of William M. Wainwright the Members of this Board and the employees of this Department have suffered the loss of a true friend, the State of Florida has lost a loyal and patriotic citizen, and his family is bereft of a devoted husband and father.

BE IT FURTHER RESOLVED, that our sincere sympathy is extended to Mrs. Wainwright and her children in their bereavement.

COMMENDATION OF WALTER M. PARKER

On motion of Mr. Campbell, seconded by Mr. Carleton, the following resolution was adopted:

WHEREAS, Walter M. Parker, State Road Department Division Engineer of Research and Records, has made intensive studies of traffic conditions and needs in the cities of Jacksonville and Tampa, Florida, and has prepared and presented to this Board, in readily understandable form, analyses of the two situations with his recommendations for the logical solutions thereof,

NOW, THEREFORE, BE IT RESOLVED that the Members of this Board recognize the remarkable ability of Mr. Parker to conduct such studies and his comprehensive grasp of the traffic needs and problems of municipal areas, and commend him on this outstanding accomplishment as evidenced in the preparation for this Department and the cities of Jacksonville and Tampa the proposed master plans for Interstate Highways in those respective areas.

EXCHANGE OF LANDS ON LOWER MATECUMBE KEY

Mr. M. Lewis Hall appeared before the Board in connection with an exchange of certain lands on Lower Matecumbe Key between J. A. Davis and Sarah V. Davis, his wife, and M. Lewis Hall and Mary Frances Hall, his wife, which had heretofore been the subject of discussion. It was pointed out that these parties owned certain lands along State Road No. 5, formerly Road 4-A, which were needed by the Department for right of way purposes, and that the Department owned certain lands that were not needed for right of way purposes, and that an exchange had previously been agreed to and the deeds for the purpose of consummating such exchange had been prepared but had never been executed because an agreement had never been reached with reference to the wording of a Revocable License which the Department was to execute covering the lands hereinafter described. Discussion followed.

On motion of Mr. Fultz, seconded by Mr. Campbell, the State Road Department of Florida adopted a resolution as follows:

WHEREAS, it appears that it is to the advantage of the Department to acquire by deed from J. A. Davis and Sarah V. Davis, his wife, and M. Lewis Hall and Mary Frances Hall, his wife, the following described property, situate in Monroe County, Florida, and more particularly described as:

A strip or parcel of land which lies 100 feet to the Northerly and 50 feet to the Southerly of a survey line described as beginning on the West line of Section 22, Township 64 South, Range 36 East at a point 755.81 feet Southerly from the Northwest corner of said Section 22 and running Northeasterly, from a tangent bearing of North 61° 29′ 03″ East, along the arc of a curve concave to the Northerly and having a radius of 2864.93 feet, a distance of 800.17 feet to the point of tangency of said curve; thence north 45° 28′ 48″ East 6558.18 feet to the East line of Section 15, Township 64 South, Range 36

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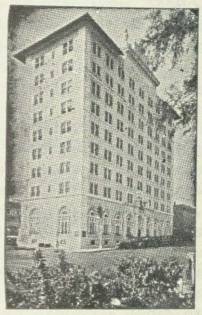

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Department, that the flowers, shrubs and trees planted thereon shall belong to the licensees and which shall be removed upon revocation of said license, that a fence for protective purposes may be erected subject to the approval of the Department as to the location and character of such fence, and that the said license shall be revocable at any time the Department needs the same for highway or related purposes, and that the license shall be subject to the existing permits and future permits to all public utilities and public service purposes; and providing further that thirty days notice of revocation of said license shall be given, within which time licensees shall remove all flowers, plants, shrubs, trees and fences, or other thing growing thereon or situated thereon, except that in case of an emergency such thirty days notice need not be given, and further reserving to the Department the right to enter upon said lands, or any part thereof, at any time for any purpose, and that the Department shall not be liable for any claims for damage that may be done to any such flowers, plants, shrubs, trees, fences, or other thing by reason of such entry and carrying out of any work thereon by the Department or any of its agents, servants or employees, and further providing that no building or structure shall be erected upon said land, other than a fence.

DELEGATIONS AND REQUESTS

Road 94 Collier County

Mr. Ed. Scott, Clerk, representing the Board of County Commissioners of Collier County, spoke of the loop road at 40-Mile Bend on the Tamiami Trail, which the Department closed last Fall on recommendation of the Wildlife Officer of the State Game Department, to protect the game during the period of high water. Mr. Scott asked the Department to have the logs removed from the road, since it is a scenic drive where thousands of wild orchids grow. He called attention to one bridge from which the decking was removed, and asked that this be restored.

On motion of Mr. Fultz, seconded by Mr. Carleton, the Division Engineer was instructed to consult the Game Department regarding the opening of the road, and that if such approval is given by the Game Department, the road shall be made passable for those who desire to drive over it, but not to be opened for through traffic.

Dade County

Dade County's delegation included County Commissioner Hugh Peters, Attorney Fred Cason and County Engineer Earl Rader, who were joined by the following groups: From Miami—R. G. Danner, City Manager, O. P. Hart, Asst. City Manager, Earl J. Reeder, Director of Miami Traffic and Transportation Department, Raymond A. Williams, City Engineer and Director of Public Service, and Thomas E. Grady, Manager of the Greater Miami Traffic Association; from Miami Beach—D. Lee Powell, City Councilman, and M. N. Lipp, City Engineer. Robert C. Graham, Fred Zurwell and J. Julien Southerland were also present in interest of the Bal Harbour section.

O. D. Survey for Greater Miami Area

Requests were filed from the City of Miami, City of Miami Beach, City of Coral Gables, the Greater Miami Traffic Association, and the Dade County Commissioners, that the Road Department have an Origin and Destination Traffic Survey made of the Greater Miami Area, comparable with the comprehensive studies already made of the Jacksonville and Tampa areas, including proposed plans for the interstate highway system in said cities. Mr. Hart, from Miami, and Mr. Peters, from Dade County, spoke in behalf of this request.

On motion of Mr. Fultz, seconded by Mr. Carleton, the Board agreed to expand the traffic survey planned for Miami and Miami Beach to include all of the Greater Miami area.

Mr. Peters made the following requests:

(1) That the Department give consideration

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to 36th Street between Miami Canal and U. S. 1, for any future expansion they could see fit to put in there.

(2) He spoke in behalf of 79th Street from the west end of North Bay Causeway to Hialeah, designated as a state road, stressing the section from 7th Avenue east to the business section.

In speaking of N.W. 7th Avenue he stated this area has very bad traffic conditions, including a bad bridge. He asked that the right of way be reduced from 100 feet to 70 or 80 feet, because of the excessive cost of 100 feet, and said he believed an 80-foot right of way could be secured.

The maps filed by Mr. Peters covering 36th, N.W. 79th Street, and N.W. 7th Avenue were turned over to Division Engineer Watson for study.

Survey to Be Made for 1949

On motion by Mr. Fultz, seconded by Mr. Campbell, the Board agreed to have made a thorough study of the above maps, including the necessary survey, looking toward getting these projects ready to be incorporated in the 1949 program.

Mr. Peters also requested consideration of future widening and improving of 54th Street from State Road No. 1 west into Hialeah.

Mr. Cason gave a report of progress in securing the right of way for Road 9, stating that instead of the 60 parcels first estimated to be secured, it was now found that there would be about 110, and there had been some delay in obtaining appraisals and in making contacts with the land owners. He advised that they would be ready to file condemnation suits within a week after all information has been obtained. Mr. Rader assured the Board that they would try very hard to have everything in shape to file the suits within two weeks from date, and not later than April 15th.

Mr. Peters asked the Road Board to permit Dade County to have the salvage material from the old Sunny Isles Drive Bridge across the inland waterway.

Old Sunny Isle Bridge Given to Dade County

On motion of Mr. Fultz, seconded by Mr. Carleton, the Board agreed that the old Sunny Isle Bridge be given to Dade County, the County to remove this material from the site after this old bridge has been dismantled, as per the contract for the construction of the new bridge.

Right of Way at Baker's Haulover

Mr. Fultz brought up the matter of additional right of way at Baker's Haulover, needed for a proper approach to Bal Harbour. Mr. Graham, representing the company developing this property, stated they had spent more than a million dollars in the Bal Harbour development, and that they could give a deed to the right of way through a part of the property, but where it had been sold to others they could furnish only an easement.

On motion of Mr. Fultz, seconded by Mr. Campbell, the Board agreed that the Chairman, the State Highway Engineer, and the Division Engineer in the Fourth Division should serve as a committee to review the Bal Harbour property and try to work out some arrangement that would be satisfactory to all.

Inspection Tour of City Traffic

Mr. Peters and Mr. Rader extended an invitation from the County Commissioners and from the City delegation for the Board to accompany them on an inspection tour of traffic conditions throughout the Greater Miami area. The invitation was accepted and the drive made by all Members of the Board and the engineers present at the meeting.

Martin County

(See St. Lucie)

Okeechobee County

Rep. W. J. Henry, C. E. Drawdy, Chairman of the Board of County Commissioners, and C. R. Boyles, County Agent, were present from Okeechobee County.

Mr. Hendry thanked the Board for all the Department has done for his county this past year, and spoke especially of Taylor's Creek Bridge and the signal light. He requested a retread job on old Road 8, now Road 70, from the Kissimmee River Bridge to the St. Lucie County line, stating it was torn up in places. He also asked that this road be widened through the city of Okeechobee, with curb and gutter construction. Speaking of Road 710 from Okeechobee to Indian Town, he stated that when the present plans are completed there would be left a gap in this road at Old Sherman which he requested to be constructed along with the other work or after it is done.

Both Mr. Hendry and Mr. Boyles spoke in behalf of the paving of the road to the farmer's market, stating it is a non-profit cooperative association. The delegation was advised that the Department did not feel justified in building this road at this time unless the facility was designated a state market, when building of the road would become mandatory on the Road Department.

Mr. Drawdy advised they had all the deeds for the right of way on the roads to be financed through the State Improvement Commission, and spoke especially in behalf of the Fort Bassenger Road. He was advised to get the County Commissioners to pass a resolution requesting the construction of Road 70, and it could be considered for inclusion in the 1949 budget.

Palm Beach County

County Commissioner A. A. Poston, Mayor J. D. Gedney of Manalapan, and George Brockway were present from Palm Beach County.

R/W for Road A1A Through Manalapan

Mr. Gedney filed a resolution adopted by the Town Commission of Manalapan on March 13, 1948, agreeing to meet the requirements of the Road Department as set out in resolutions adopted by the latter on November 17, 1947 and March 8, 1948 relating to change of alignment through the said Town of Manalapan at request of the said town. The Road Board examined the resolution filed by Mr. Gedney and, on motion of Mr. Fultz, seconded by Mr. Carleton, agreed to accept same as agreement from the Town of Manalapan to comply with the Department's terms, and authorized acquisition of the requested right of way to proceed.

Connections to Road 9—Riviera and West Palm Beach

Mr. Poston filed letters from the City Planning Board and the City Manager of West Palm Beach asking that access roads from State Road 9 be provided into West Palm Beach on Okeechobee Road, Belvedere Road, Southern Boulevard, on a right of way of 80 feet established by the City, and for the northern or principal access road into the city on 59th Street, with the understanding that the County Commissioners would provide sufficient additional land to bring this latter up to a width of 147 feet.

Mr. Poston filed a map showing alignment and right of way for an access road along Pennsylvania Street to Riviera Beach, with branch therefrom along 59th Street into West Palm Beach, each 150 feet in width and 300 feet at its intersection with Road 9. On motion of Mr. Fultz, seconded by Mr. Campbell, the Board approved the route as shown on the map filed by Mr. Poston, subject to final approval by the Public Roads Administration, and recommended that the survey of the Division of Research and Records be tied into this route.

Streets Forming Connecting Links for Road 5

Mr. Poston filed a resolution from the West Palm Beach City Commission asking that 24th and 25th Streets in said city be designated and maintained as connecting links in State Road 5.

On motion of Mr. Fultz, seconded by Mr. Carleton, the Board voted to take over for maintenance 24th and 25th Streets between Broadway Avenue on the west and Poinsettia Avenue on the east, both used as one-way streets as temporary connecting links, subject to the approval of the Department's Attorney.

Monet Bridge

Mr. Poston requested that the Monet Bridge be included in the projects in the proposed construction program in Palm Beach County to be financed through the State Improvement Commission.

Palm Beach County Proposed Program of Construction to Be Financed Through State Improvement Commission

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED that this Department have a complete study made of the projects which may be included in the proposed road construction program in Palm Beach County to be financed through the State Improvement Commission, including their eligibility, cost estimates, and the amount of funds available through this source.

St. Lucie County

Chairman D. J. Wilcox and Lane H. Jennings, Member, of the Board of County Commissioners, and D. C. Smith, County Attorney, were present from St. Lucie County.

Mr. Smith filed resolutions from the Board of County Commissioners of St. Lucie County asking the Department to take some action to prevent erosion along the Indian River Drive from Fort Pierce in St. Lucie County south to Jensen in Martin County.

A resolution from the County Commissioners of Martin County made the same request. Mr. Smith was advised that Maintenance Engineer

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Kratzert is now making a study of this situation, in an effort to determine just what can be done.

Mr. Smith filed a resolution from the County Commissioners of St. Lucie County asking that a survey be made of the south portion of Road A1A in St. Lucie County, from the Fort Pierce inlet south to the Martin County line.

On motion of Mr. Fultz, seconded by Mr. Carleton, this survey was authorized to be made as soon as a survey party becomes available.

ADVANCE OF FUNDS TO ORANGE COUNTY FOR R/W ROAD 50

On motion of Mr. Carleton, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS Orange County is unable to provide the necessary funds to acquire the right of way for Section 7506, State Road No. 50, and has by resolution of its Board of County Commissioners made application to this Department for an advance of funds therefor, under the Department's general policy covering advance of funds for primary federal aid roads, and it is deemed to be in the best interest of the state to advance state road funds for such purpose, the amount to be determined by appraisals to be furnished by said County.

BE IT RESOLVED that the Chairman and Secretary of the Department execute on behalf of the Department an agreement with Orange County carrying into effect the provisions of this resolution.

REQUEST FOR FURTHER RELEASE OF RIGHT OF WAY DENIED LOT 1, BLOCK 1, NEW PALM BEACH HEIGHTS

The Chairman advised the Board that W. A. Bounds, Inc., had made request through their attorney, Senator John R. Beacham, that the Department release all the right of way reservation in Lot 1, Block 1 New Palm Beach Heights on both sides of Road 5 instead of just on the west side, as granted on December 8. The Members felt that all of the right of way on the east side should be retained, and on motion of Mr. Fultz, seconded by Mr. Campbell, the Board voted to sustain its former action and to deny the request for release of any part of the lot on the east side of State Road 5.

RECESS TO MEET AT PIGEON KEY

At this point the Board recessed to meet later at Pigeon Key, and there resumed consideration of matters before them.

PROPOSED MASTER PLAN FOR OVERSEAS PARKWAY

Further consideration was given to the master plan for the Overseas Parkway as submitted by the Florida Forestry and Park Service, and after some discussion it was decided that further details should be received from the Director of State Parks before the Road Department could approve the proposed plan, so action was deferred pending negotiations.

MATTER OF LEASE OF LAND ADJACENT TO HIGHWAY APPROACH TO KEY WEST

Mr. Albert J. Mills of Key West appeared again with certain requests in connection with the proposed lease of a tract of partly submerged land on the right of way of Road 5 where it approaches Key West. The Members agreed that the area to be offered for lease could not be enlarged, nor could any material be spared from the old railroad bed, so no permission could be granted for the removal of any such material; however, Mr. Mills was advised that the lessee would have riparian rights to dredge any necessary fill material from the bay side of the leased tract of land.

Adjournment

There being nothing before the Board ready for action at this time, the meeting was adjourned, subject to call of the Chairman.

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LINDEN KINDER CANNON
(Continued from Page 8)

than 700,000, vehicle miles of highway travel in the state expand seventeen fold and Department highway expenditures grow from half a million dollars to $38,000,000 a year.

He helped in improvement of highway construction technique, in raising design standards to supply greater safety, efficiency and economy of operation of the traveling public.

Mr. Cannon's memory is phenomenal and he has been considered the information bureau of the Department. His ready answers to questions encouraged his co-workers to beat a path to his door. "Ask Mr. Cannon," was often heard, and nobody hesitated to ask—Chief or Chairman, Bridge Engineer or Auditor, clerks, draftsmen and stenographers, — all sought information of various kinds.

Information usually available only from written records in office cabinets and drawers; he kept filed in his mind and could readily supply accurate data on the location, time of survey, construction, builder, type and cost of any road in the State.

Mr. Cannon served always in a responsible position, beginning as Assistant Engineer, and including in his positions the offices of Division Engineer, and State Maintenance Engineer, before his appointment as Assistant State Highway Engineer.

Notwithstanding that his years of service with the Road Department should have been sufficient to round out the life work of any man, Mr. Cannon had enjoyed a varied and useful career before joining the Department.

His first work after college was in railroad engineering with the Tampa and Jacksonville Railroad, but he soon entered the employ of the Atlantic, Okeechobee and Gulf Railroad, remaining until 1912. From this specialized branch of engineering he acquired a background which proved especially useful to him in his later work with the State Highway Department. Beginning in 1912 he was associated with the South Florida Engineering Company and subsequently owned and operated it for a year. For the next three years he was connected with the Southern Investment Company of Richmond, Virginia, and for two years he engaged in truck farming at Gainesville, where his father had operated a truck farm.

Mr. Cannon was born February 15, 1891, in Alachua County and attended the public schools there. He completed his engineering studies at the University of Florida. Mr. Cannon is a Mason, an Elk and a member of the Methodist church. He and Mrs. Cannon live at 515 E. Georgia Street in Tallahassee.

EDWIN S. FRASER
(Continued from Page 8)

dent Engineer on railway surveys and construction in Nova Scotia.

1898 to 1908—Field Draftsman to Chief Engineer for railroad companies in the United States.

1909 to 1913 — Superintendent of construction for the initial 50,000 H. P. hydro-electric plant of western Canada power company in British Columbia, and Location Engineer for the Canadian Northern Pacific Railway through the Okanogan Country.

Mr. Fraser's first engineering connection in Florida was as City Engineer at Apalachicola in 1926-1927 during its street paving program. From 1927 to 1935 he worked as Project Engineer on many important bridge construction jobs for the State Road Department.

In 1905 he became a member of the Engineering Institute in Canada and in 1921 (a year after it was formed) a member of the Association of Professional Engineers of Nova Scotia.

William Ennels Dean was named Bridge Engineer of the Department April 1, to succeed E. S. Fraser, retired.

WILLIAM ENNELS DEAN
(Continued from Page 8)

gree in Civil Engineering in 1931. He spent almost a year with the Louisiana Highway Department before beginning his unbroken service with the Florida Road Department.

On November 10, 1934, Mr. Dean married Frances Elizabeth Crook of Milton and they have three sons,—William L., Francis E. and John L.

He is a licensed professional engineer in Florida, an associate member of American Society of Civil Engineers and a member of First Presbyterian Church and Jackson Lodge No. 1, F. & A. M. of Tallahassee.

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(Continued from Page 11)

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None of these, however, are greater than the actual beauty of the project; enhanced by a 200 ft. right of way that is cleared and grubbed in its entirety and sprigged and sodded throughout the limits of construction. Visibility is excellent and riding qualities are unsurpassed. It is truly another welcome link in Florida's vast system of modern highways.

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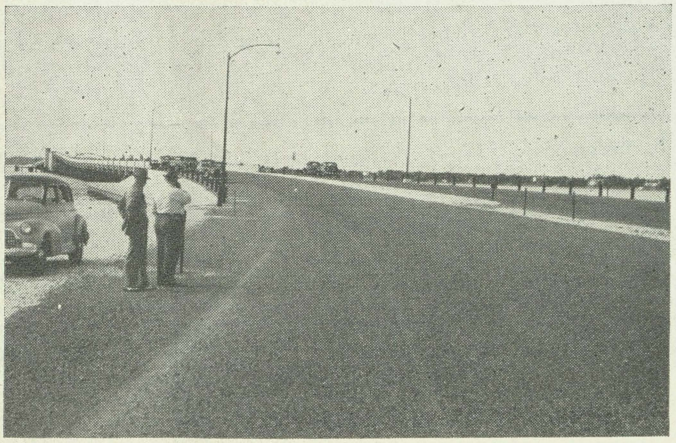

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Calendar of Coming Events

May 6 and 7
Second Highway Transportation Congress
Washington, D. C.
Mayflower Hotel

Keynote of the Congress will be "Better Highways for Better Living."

* * * *

May 7 and 8
State Meeting, Florida Council of the Associated General Contractors
Orlando, Florida

The Florida Council has chapters in Fort Lauderdale, Jacksonville, Miami and Tampa. Well known personalities in Highway Industry and Administration will be on hand.

* * * *

May 20, 21 and 22
Short Course for City Managers of Florida
Gainesville, Florida

Conducted by the General Extension Division Public Service Training Center of the University of Florida and Florida State University. Highway Officials taking part.

* * * *

May 23, 24 and 25
Annual Convention of Florida Association of Commercial Organization Executives
Daytona Beach, Florida

Local, State and U. S. Chamber of Commerce Officials, with key men in business, industry and government are scheduled to take part.

* * * *

May 31 and June 1
Second Annual Florida Highway Conference
University of Florida
Gainesville, Florida

These conferences are sponsored by the Civil Engineering Section of the Florida Engineering and Industrial Experiment Station in cooperation with other State Agencies. General theme of the conference this year will be on inter-agency cooperation in the overall highway and street program, with particular emphasis on the Federal Aid Program.

A must for State, County and Municipal Highway Officials.

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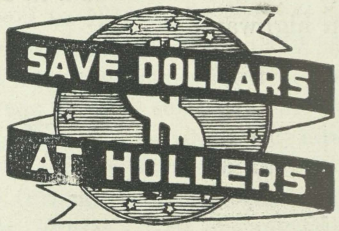

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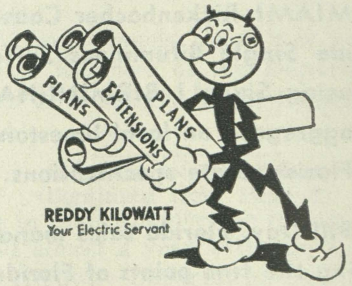

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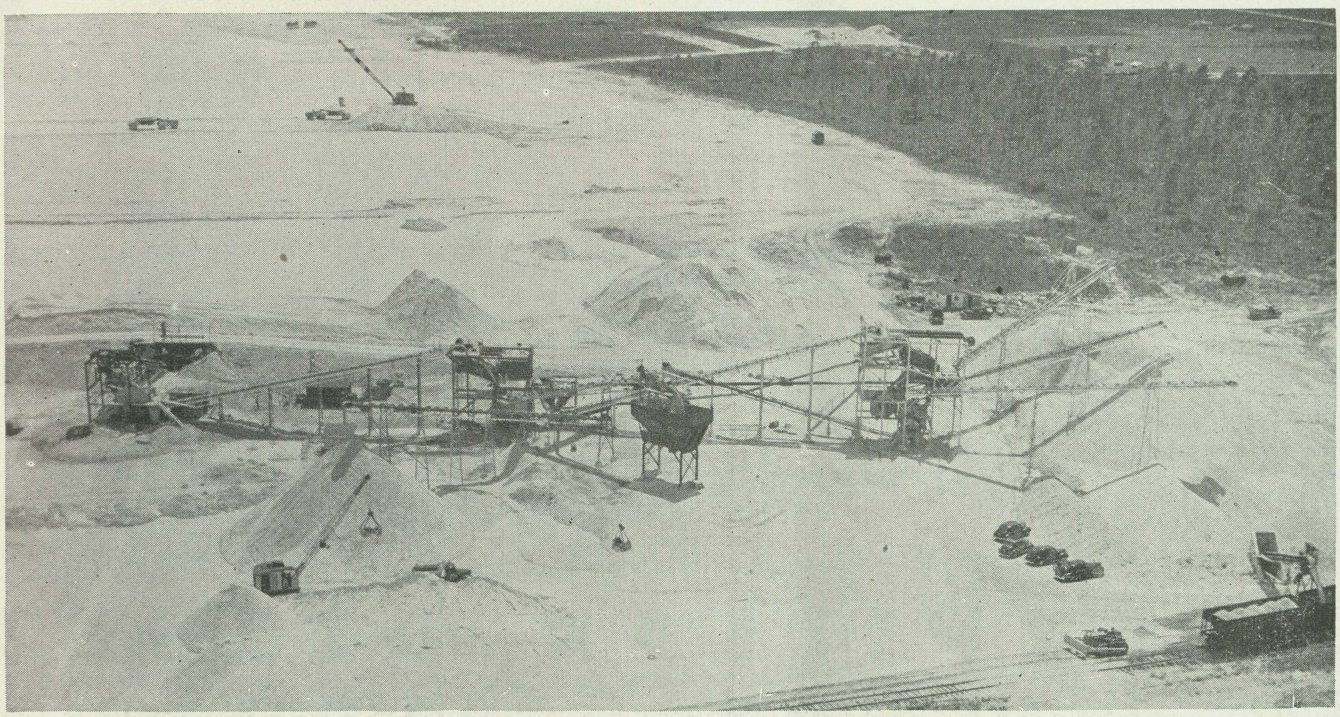

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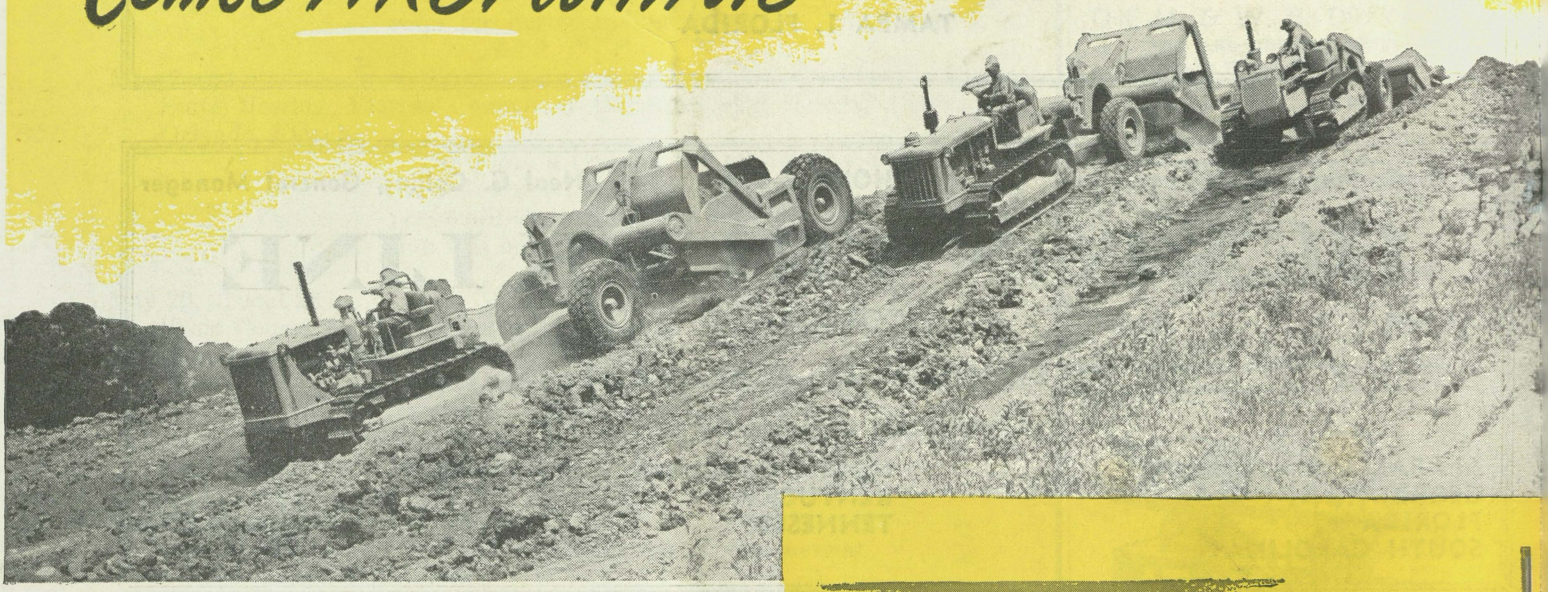

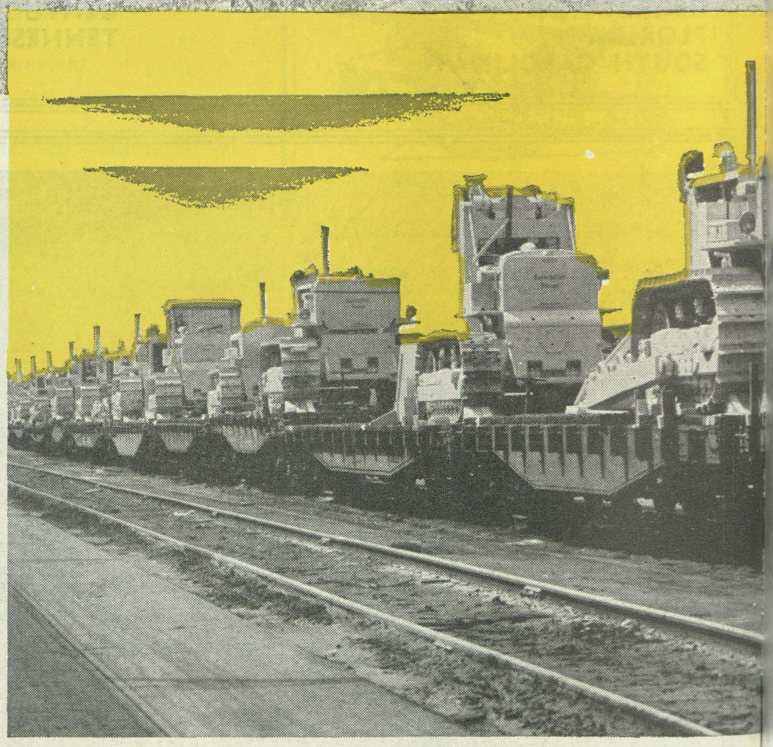

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